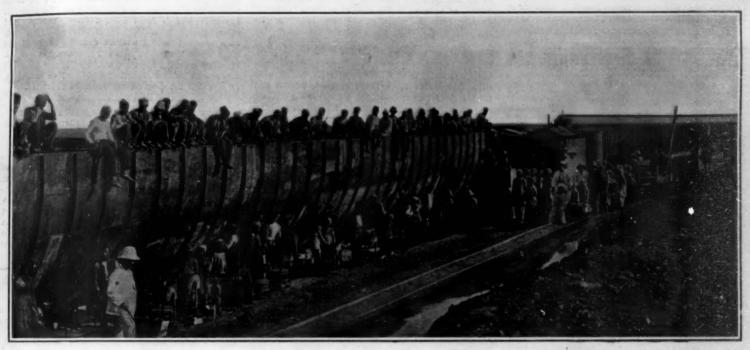


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NEW YORK, AUGUST 17, 1907.

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A Section of the Canal, Ready to be Jacked Into Position Before Being Packed with Its Earth Support.



An Interior Section of the Canal.

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NEW YORK, SATURDAY, AUGUST 17, 1907.

The Editor is always glad to receive for examination illustrated ridels on subjects of timely interest. If the photographs are heavy, the articles short, and the facts authentic, the contributions rill receive special attention. Accepted articles will be paid for tregular space rates.

CONCRETE AND CUPIDITY.

The recent fatal collapse of the Bridgman Building in Philadelphia, which took place while it was yet under construction, sounds another warning as to the great pecils attaching to careless construction of armored concrete buildings, and the growing neces sity for the very strictest supervision of such work Never has the engineer developed a more useful material of construction than when he devised that ingenious and thoroughly scientific combination known as armored or reinforced concrete. On the other hand, never did he open up to the eyes of the unscrupulous and "shooty" builder such prospects of unlawfully but quickly acquired gain. Intelligently designed, care fully compounded, and put together with due deliberation and proper time allowances for setting and bonding, armored concrete is one of the cheapest and most reliable forms of building construction the world has ever known. But whenever the design is intrusted to incompetent hands, and the constructi done by contractors whose sole concern is to rush the work and secure early payments for the s armored concrete is one of the most perilous materials that could be imagined. Already the ignorance and cupidity which are rampant have succeeded in putting armored concrete under a heavy cloud of distrust, from which it will take many a long year to recover the public is not to lose entire confidence, edy reform or drastic preventive legislation must be quickly introduced. The design of reinforced con crete, at least in the case of the more important structures, should be restricted to engineers and architects who are familiar with this branch of the arts, should be safeguarded by laws drawn up for its special protection.

AMBROSE CHANNEL NOW GNE-HALF COMPLETED.

When the new Cunard liner "Lusitania" reaches Sandy Hook lightship, she will be able to enter New York harbor through a channel 1,000 feet in width, 40 feet deep, and 7 miles in length, cut through the outer bar, and extending from deep-sea soundings to the Nar rows This waterway represents the first half of the great Ambrose channel, which the government is excavating with a view to improving the entrance to New York harbor. If the forecast of the army engincers be correct, in about four years from the present time this great work will be fully completed, and it will be possible for the whole of the maritime traffic to and from the port of New York to steam directly to the Narrows through a channel 2,000 feet width, which will afford a uniform depth, even at low water, of 40 feet. The full-load draft of the largest ships affoat, the "Lusitania" and "Mauretania," 37% feet, and as they will rarely, if ever, draw this reasonable to suppose that the Ambro channel will be ample for the needs of navigation, at for the coming two decade

Outside of engineering circles the magnitude of this but little appreciated. When work was commenced on the contract in 1901, there was a minimum depth of 16 feet of water along the route of the channel. Since that time the suction dredges have oved 26,000,000 cubic yards of sand, gravel, and mud, whose total weight is about 40,000,000 tons. The work, which has cost to date about \$2,500,000, will have cost by the time it is completed fully \$4,000,000. The two large dredges now engaged on the work cost \$406,000 each, and the government proposes to build two more of equal, if not greater, capacity. For the

present the 1 0.0 foot channel will be restricted to the use of ships drawing 29 feet and over, this arrangement being necessary in order to limit the number are completing the unfinished half of the channel,

SMOKELESS POWDER AND AMMUNITION ROOMS.

The many fatal "Ecidents which have occurred dur-ing the past few months on naval vessels, chief among which was the disastrous explosion on the French battleship "Jena," have been traceable, directly or into smokeless powder. In many cases the directly. accidents have been due to deterioration of the powder, and in all cases they have resulted from the greater risks which attend either the storage of the powder or its manipulation from the handling room to the breech, or even, as in the case of our own Georgia disaster, from the action of the gases after the gun has been fired. While the wonderful increase in accuracy, range, and striking energy of modern naval been due to the high ballistic qualities of smokeless powder, the new propellant has brought with it a whole series of risks, which were little dreamed of in the days of black powder and the muzzle-loading smoothbore. These risks commence as soon as the powder is stowed in the ammunition holds; for not only are modern powders more sensitive to heat than those which they displaced, but the conditions which tend to raise the temperature in the am munition rooms have multiplied very materially in the modern warship. The sensitiveness to temperature and the tendency to chemical decomposition, both elements of danger, are difficult to remedy; since, as far as our present knowledge goes, they are inherent qualities the high explosives, or combinations of high explosives, which give to modern smokeless powder its won-derful qualities. On the other hand, the risk from overeating of the ammunition rooms is entirely remova ble: and the French naval authorities, stimulated by "Jena" disaster, are giving particular attention to this question. It is realized that arrangements for coolwhich are entirely satisfactory for holds intended for carrying perishable provisions, are quite inadequate for ammunition storage. The holds of provision ships are not opened during the whole trip; but ammunition holds have to be constantly opened, in accordance with Consequently the requirements of a naval cruise. simple cooling by ventilation is not sufficient, and the best modern practice recognizes the necessity for refrigerating the air before it is forced into the hold. The French have installed on several French Russian ships refrigerating plants, in which a refrigerating liquid is pumped between metallic surfaces, on the outer sides of which air is caused to circulate y means of fans. With these machines it has found possible to maintain the ammunition holds at a constant temperature.

The problem of the powder is more difficult, since it not solvable by any mere mechanical syste have not been so much troubled with chemical decom on as have some of the European nations, and this for the reason that, many years ago, we adopted, an all-nitro-cellulose powder, and, in the in the navy, army, a powder containing only twenty-five per cent of nitro-glycerine. Because of its great energy in pro portion to its bulk. European manufacturers have used nitro-glycerine in large proportions, the earlier Eng lish cordite being composed of about sixty per cent of this explosive; but they have naturally enced much difficulty in producing powders that would remain stable for any reasonable length of time. Of late years they have been coming more to the pro-Of portions adopted in this country, the present modified cordite having only about thirty-five per cent of nitroglycerine in its composition. However, even in this country we are experiencing trouble with variation of However, even in this powder pressure, and this, of course, produces irregularity in the velocity, and therefore in the accuracy of the gun. There is still a demand for a powder that will combine with high ballistic qualities absolute stability in storage and unvarying pressure in the powder

ROUTE OF CATSKILL AQUEDUCT CHANGED.

As one result of the present extensive surveys, its probable that an important change will be made in the route of the Catskill aqueduct on that section which extends from the Ashokan reservoir to the easterly shore of the Hudson River. The new route will leave the reservoir at a point near the site of the Olive Bridge dam and further toward the western end of the reservoir. It will extend in a southerly direc-tion, several miles to the westward of the original location, intercepting the Hudson River just above Storm King Mountain. The first location was laid down under the pressure of the necessity of making a speedy choice of some route, in order to comply legislation which required the Board of Water Supply to file plans with the State Water Supply Commission and secure its approval, before proceeding with the Subsequent surveys have preliminary oped the fact that there is no suitable rock for a deep-

level tunnel beneath the Hudson River at the proposed crossing. Borings which have been made at various points up and down the river, point to the probability obtaining unfissured rock in the neighborhood of the Storm King Mountain. Shafts are now being sunk on each side of the river to a depth of about 600 feet below the water surface, and 400 feet below the level which the aqueduct tunnel reaches the river face of the mountain. When the shafts har ...ched the desired depth, horizontal test tunnels will be driven across from shaft to shaft—a distance of 2,000 feet—to determine whether the rock is of sufficient solidity and freedom from fissure, to withstanu the enormous water pressure of 33 tons to the square foot, which would be exerted against the walls of the tunnel at If the test tunnel shows the rock to be unsuitable, it is likely that the water will be conveyed in steel pipes or some other form of conduit, laid either upon or at a slight depth below the river bed at a crossing located a short distance north of the point where the test tunnels are now being driven. A ed crossing, however, would be longer than the tunnel and liable to injuries, accidental or malicious. from which the deep tunnel would be protected.

GROWTH OF OUR EXPORTS OF MANUFACTURES

Over three-quarters of a billion dollars of manufactures passed out of the ports of the United States in the fiscal year which has just ended; and of this enormous total \$740,000,000 was sent to foreign coun A gratifying feature of this trade is the fact that two-thirds of it was shipped in finished form, ready for consumption, and one-third of it in partially manufactured form for furth y use in manufac-Exports of finished manufactures show increase of about \$20,000,000 over last year, and an increase of \$267,000,000 over the year 1897; while manufactures for further use in manufacturing show an increase of \$34,000,000 over last year, with an crease of \$162,000,000 during the past decade. The distribution of this \$740,000,000 of manufacture abroad last year is instructive. One hundred and eighty-one millions represented the value of iron and steel manufactures, an increase of \$20,000,000 over last year, and of this total amount about 85 per cent was shipped in finished form ready for consumption. Exports of manufactures of copper represented \$89,000,000, of which \$85,000,000 went to Europe. The next largest item was that of manufactures of wood value amounted to \$80,000,000, of which \$65, 000,000 worth was shipped in a partially manufactured Next in value was the exports of mineral oils, to the value of \$78,000,000, one-half of which went to Europe, one-fifth to Asia, the balance being widely distributed. Of leather and its manufactured products we exported \$45,000,000 worth, of which considerably more than one-half went to Europe. cotton goods we exported \$32,000,000 worth; and agricultural implements represented a value of \$27,-Summing up on a basis of distribution, find that \$350,000,000 worth went to Europe; \$200, 000,000 to North America; \$100,000,000 to Asia and Oceania; \$75,000,000 to South America; \$15,000,000 to Africa; and the remaining balance of \$40,000,000 to non-contiguous territories.

A PRIZE FOR THE EXTRACTION OF FLAX.

The New Zealand government has offered a prize of \$25,000 for an economical process for the extraction of flax from the native plant, either by chemical or mechanical agency. This plant, which is cultiin many climates similar to that of New land for its beautiful flower, is entirely distinct from the ordinary plant from which flax is procured. The leaves, which are from one to three inches in width at broadest part and from two to six feet in length, are of a fibrous nature, and it is from these and not the stalk that the flax is obtained. Bleaching this fiber, however, is a difficult process, owing to the large amount of viscous, resinous, and stances impregnated therewith, and which cannot be removed. Consequently, the resultant fiber is only used for the coarser materials, such as sail where a pure whiteness is not particularly required. The process generally adopted for the extraction of the fiber from the leaves is maceration, but the most efficient and satisfactory, though esse tially primitive and slow, is the method practised since time immemorial by the natives. By a deft movement of their thumb nails they remove the thin outer skin from the lenf, and then comb out the fibers with small combs, no macerating process of any description being resorted to. The product thus ob tained is of excellent quality, possessing a silky luster and of great strength and durability, and is mostly employed for the manufacture of rope, twinc, and mats.

The plant grows very luxuriantly and prolifically, and will thrive in the poorest soils, being found very extensively in a wild state all over the country. cultivated, three harvests of leaves can be procured every year from each plant, and about twelve tons of leaves can be cut from each acre of cultivation. It is stated, however, that if more scientific methods of cultivation were practised, the yield per plant per acre could easily be doubled. There are already over four hundred mills in operation devoted to the treatment of this flax, the exports from the country averaging over \$4,000,000 per annum; and although the product is stronger and more durable than that usually employed, and is in great demand for certain es of goods, once the degumming problem satisfactorily surmounted, permitting the flax to be bleached readily and easily, it will midable rival to the European and Asiatic fiber, more especially in view of the fact that it is considerably cheaper and stronger than the latter varieties. The government anticipates that by the announce-ment of the above award greater attention will be attracted to the problem, and a cheap and efficient process for production evolved.

A COLLEGE OF INVENTION.

Generally speaking, inventors do not make a business of inventing, but very frequently chance upon ideas which are entirely unconnected with their usual occupations, and which they seize and develop into more or less practical results. What the mental processes are that so frequently turn men from the mat ters with which they come daily face to face, impelling them to consider entirely foreign problems, is hardly explainable. Fulton, of steamboat fame, was a por-trait painter; Morse, the inventor of the telegraph system, was an artist; Whitney, of the cotton gin, was a law student; Arkwright, who invented the spinning jenny, was a barber. Of the group who developed the engine, Watt was a mathematical instrum maker. Newcomen a blacksmith, and Smeaton a civil engineer. The list showing similar incongruities could be extended until it embraced a very great majority of all the inventors to whom patents have been granted But a change has come in the methods by which patentable ideas are taken up and developed. Inventing has grown into a systematized business in which hundreds of men are now actively and steadily engaged: a very large proportion of them under salary from the great industrial corporations.

Highly-trained scientists are rarely inventors. are rather investigators and discoverers, going deeply causes and effects; searching for new elements and elemental forces, and determining with mathematical accuracy the scope and extent of such forces. Long before Stephenson the theories of steam-of heat, combustion, and condensation—were ably discussed and philosophically explained, but it remained for the mine laborer to put those theories to practical application in the locomotive.

It must by no means be inferred that the work of scientists and philosophers is lightly thought of. To their great discoveries is due the opportunity of the inventor who follows them, and who, taking advantage of the things they have discovered, devises the means of applying them to practical uses. In short, the great intellects trained to analytical deduc tion and mathematical exactness concern themselves with theories, principles, research and conditions, leaving the practical results by means of mechanical de vices to men less gifted in the qualities they possess but usually far more greatly endowed with ingenuity and commercial enterprise.

It is the latter class of men for whom industrial managers are eagerly looking, and although inventors are always plentiful, as shown by the records of the Patent Office, they seem to be but seldom available for salaried positions. A firm engaged in the manufac-ture of textile machinery, and desirous of securing two or three men of mechanical ingenuity, searched the patent records of the preceding year, from which twenty inventors were selected. The list was not con fined to improvers of appliances for manufacturing wool and silk, but included those whose patents showe unusual ingenuity in the invention of intricately deli-cate mechanical devices in any line of industry. Although out of the entire number only one had pushed his invention to a commercial success, from the others the firm succeeded in engaging but one man. The rest were in occupations which they could not be induced The rest to leave. Some were in the professions; the others were small business men, clerks, or mechanics. It was found that although most of them would have been very willing to accept a salary, they were means confident of continued ability. Each had invented some remarkably ingenious article, sometimes several, but the idea of engaging in inventing as a permanent occupation—of feeling compelled to focus their ability or genius upon some one definite problem

was so new that it was staggering.

The manager of a great company, which has o engineering staff nearly one hundred men who might be termed inventors, was recently asked: "Where do you obtain such men?" He replied: "It is not easy to answer. The chief men—the engineers—usually come from the colleges, as do also some of the assist-But the bulk, upon whom we little improvements and changes which are constantly required, come from all over. Some are mechanics; there is a doctor, a tailor, a conductor, and an agent Most of these were secured when they came with ventions of their own, made when following regular occupations. Usually they turn e well, But we can't always hold them long, and there is trouble to re place them. I wish there was a training school for

And why not?

In every other line of endeavor there are organized methods of education and training. For art, literature, law, medicine, and religion we have the great univer sities and colleges. For technical professions we have technical schools. We have manual training schools and apprentice systems for mechanics. But nowhere is there provision for training, guiding, and develop ing the very peculiar line of genius known as inven tion

To many it may appear that educational opportunity for such men is already afforded by the institu-tions above noted; but all of them fall far short of the actual requirements for the best and most lucid development of practical inventive ability. the future holds for the business of inventing, it is to the past we must now look for guidance in determining the men to be helped and the methods of help-And that past shows, undeniably, that the most notable and ingenious inventors have not been men to whom abstruse and mathematical studies are

If we eliminate the universities and technical colleges from consideration as the best training fields for inventive natures, there remain the manual training ools and apprentice systems. And again what we find? That the inventors of the past and the inventors of to-day have very seldom given their inventive attention to matters actually connected with their regular trade or occupation.

Many peculiarities are found continually in the study of inventors and inventions, and if they show anything. they show indisputably that the inventor is a free The selective system of study or training in colleges, technical schools, and trades is not for the true inventor. 'Given a young man who has shown undoubted mechanical ingenuity, and keeping the past in mind, his training, commencing after his graduation from grammar school, should consist of the largest scope and opportunity for observing what has been done by others, rather than confinement to routine study. Mechanical drawing he should learn, but only sufficient to enable him to put his own ideas clearly upon paper and to read other drawings. If he is to become a professional inventor, he will not want to waste his time competing with skilled draftsmen. Models and drawings, and lectures thereupon, of every known de-scription of mechanical movements should be provided, and every opportunity given for long and secluded study of the same. The drilling on this branch could not be too comprehensive or thorough. The calculation of the strength of beams and trusses, of the friction of the flow of liquids in pipes, would be wasted time. They are problems for the man of fixed theories and mathematical exactness-not for the imaginative in-A comprehensive study of patent laws and their application, and a familiarity with the method of searching for conflicting inventions, would be highly desirable. Lectures should be given upon the com ercial view of inventing, so that the young man may gain some insight into the methods of estimating the values of the problems he may be tempted to fix his mind upon. These lectures should also bear upon the mind upon. formation and practice of stock companies and the adjustment and payment of royalties. The great purpose should be to impress upon the student the wisdom of always putting his efforts upon things which will pay; for in mechanical appliances it is really only those things which pay that are of real benefit. Easy access to manufactories of the greatest possible diversity would be one of the most essential require-ments. Such practical demonstrations of machines ments. and tools should be considered a part of the college course, and be made one of the greatest sources of information.

Ample time and opportunity should be afforded for comprehensive study of trade magazines in every line of industry, for it is here more than in any other literature that the requirements of industry are revealed. Specializing of study would seem, in the light of the past, to be wasted time. You may keep a man's attention centered for months or even years on steam-engine construction, and if he is a true inventor he is likely, at any moment, to switch off to a labor-saving in the shoe-making industry. His education and training should be confined to whatever will enable him to see and appreciate clearly difficulties any existing apparatus in any line of manufacture, and should give him the confidence and patience to tackle that difficulty and eliminate it. Mechanical Mechanical ot an absolute necessity, although every

opportunity should be afforded to qualify men in the

use of tools and the making of their own models.

But above all, the greatest utility of a college of invention would be in its repression of the feverish impulse most inventors have to solve each and problem presenting itself, merely for the sake of soly ing it; and in its guidance toward commercial suc

SCIENCE NOTES.

Mr. C. W. Whymper has just brought to notice a curious point with regard to the position of the ear in the woodcock. The snipe, it may be remembered, are remarkable for the fact that the external ear is placed under, instead of behind, the eye, as in other birds; but in the woodcock it is placed in front of the eye, and more so on one side of the head than on the other. This asymmetry, furthermore, extends to the shape of the aperture, which is slightly dif-ferent on the two sides of the head.

A method of preserving meat has been brought out in France by H. De Lapparent which seems to have met with considerable success. It can be also applied on a small scale for household purposes. The principle consists in exposing the meat to sulphurous acid fumes. By burning a small amount of sulphur in a receptacle containing the meat hung up in place, it can be preserved for several days, even in summer There is no taste left from the sulphur fumes and there seems to be no danger to health. Such a method can be used also on a large scale for preserving meat for army use, as it is quite simple and easy to apply in practice. From experiments made on a large scale it appears that the meat fumigated with sulphur did not contain more than 22 grammes (340 grains) of sul-phurous acid gas per 100 kilogrammes (220 pounds) of meat, which is on the order of ten thousandths. The meat should be fumigated as soon as possible after killing and preferably on parts which have no cut bones. Lean meat is found to keep best. To preserve it for several months, meat can be inclosed in vessels full of carbonic acid gas. It has the appearance fresh meat and its taste is not changed after cooking. In England, Mr. Lascelles Scott proposed a method which consists in immersing the meat in a solution of bisulphite of lime.

The possibilities of certain grasses being utilized for the purpose of fertilizing, and thereby reclaiming for cultivation, waste stretches such as sand dunes. been strikingly demonstrated upon King Island, which is situated between the coasts of Tasmania and the Australian mainland. This island has always been an arid waste of sand and other non-arable soil. Some few years ago however a vessel was off the island, and when broken up under the force the waves a number of the sailors' mattres which were stuffed with the yellow-flowered clover, a kind of grass, were washed ashore. A certain quantity of seed was contained among the stuffing, and in course these took root, and owing to their lific growth, in the space of a few years covered the sandy stretches with rich verdure. It is a long-established fact that clover and other leguminous plants have the peculiar capacity of fertilizing waste soil, owing principally to the action of bacteria, thereby enabling the plants to draw nitrogen directly from the atmosphere. In the case of King Island, owing to the properties of this yellow-flowered clover, what was previously a waste stretch of sand is now one of the richest grazing districts in the Australian continent. The growth of the plant completely changes the character and color of the soil from a dirty white to a rich dark brown or black loamy

THE CURRENT SUPPLEMENT.

From time to time during the past two or three years there have been references to Maguay fiber in the public p ress, and now small quantities are finding a market in this country. Charles Richards Dodge, in the current Supplement, No. 1650, presents a care ful résumé of his investigation of the varieties of the Maguay fibers, and accompanies his text with many interesting illustrations. A torpedo guided by aerial electrical waves is described. Augustus B. Trion gives an account of a wireless telegraph apparatus t lecture purposes. There are but few problems in the design of ships, as in most branches of engineering, that can be exactly or completely solved, in the full scientific meaning of the word, and those are a secondary character. These important problems are considered by Francis Elgar in an excellent paper entitled "Unsolved Problems in the Design and Propulsion of Ships." Lieut, Schackleton's expedition to the Antarctic is described and his equipment trated. "The Seed, a Chapter in Evolution," is the title of a paper by Prof. F. W. Oliver which may be considered a trustworthy review of recent knowledge. The paper is concluded from the last Supplement. James Asher presents some rough and ready methods of estimating heights and distances. Clocks, Ancient and Modern, are described by W. S. Eichelberger,

A SCIENTIFIC STUDY OF THE RACEHORSE, AND ITS USE IN MOUNTING THE SKELETON OF SYSONBY.

Sysonby is the name of one of the greatest raceborses. His skeleton is to be mounted in running position in the American Museum of Natural History. To further that purpose, a series of new and very remarkable instantaneous photographs will be used in furnishing important and accurate details for the final mounting of this great runner. Mr. James R. Keene,

his owner, presented the skeleton, as well as the sum of \$2,000 for the purpose of preparing it for exhibition. Aside from his long list of money victories, amounting to \$200,000, one of the largest sums ever won by a racehorse in the United States, Sysonby is of scientific interest because his skeleton typifies, more than any other turf champion, the highest and speediest type of the American thoroughbred horse.

Prof. Henry F. Osborn. Curator of the Paleontological Department of the Muthe most brilliant historian and explorer of the horse in America, is direct ing the scheme of presentaand Mr. S. H. Chubb a well-known expert on the Museum's staff, has entrusted entirely with the difficult and intricate task mounting Sysonby's skel-eton. Mr. Chubb is recognized as the highest authority in this particular line of work. Prof. Osborn has decided to mount Sysonby in the most original and realistic manner, just as the

animal was winning one of his principal races, something never attempted before.

Sysonby's death, at the early age of four years, occurred at the Sheepshead Bay track on June 17, 1906, after an illness of three months, due to a mysterious and baffling malady, diagnosed as septic poisoning. The combined skill of four veterinarians, a physician, and a skin specialist composed the medical staff which fought hard to save the life of their noted turf patient. An autopsy showed that the heart and lungs were of usual proportions. The liver furnished the greatest surprise, since it was three or

four times larger than the normal size. Sysonby was buried in a plot in the training quarters at Sheepshead Bay. One month later, during which interval Mr. Keene was undecided as to the final disposition of the remains, he concluded to present the skeleton for permanent mounting in the Museum, together with the fund named for carrying out this purpose.

Mr. Chubb and his assistants disinterred the body. Decomposition had left a few traces on the skull;

The Bones Will Be Temporarily Tied to Cords and Counterweighted. By Manipulating the Cords the Bones Can Be Moved Until the Correct Position is Obtained.

otherwise the bones were in perfect condition. By soaking the bones in water at a temperature of between 90 deg. and 100 deg. for two weeks, and afterward in an immersion of benzine for two months, and by a subsequent exposure to sunlight, all the flesh and grease were removed, leaving the bones polished and snowy white. The one hundred and fifty or more bones are preserved, tabulated, and incased in a series of bureau-like drawers in Mr. Chubb's laboratory. To aid in carrying on his research work, Mr. Chubb has in his laboratory an extensive and varied study collection, at present representing over

thirty specimens, ranging from the young two-day colt to the thirty-nine-year-old veteran. The first photograph, showing a glimpse of the experimental stage and the manner of mounting Sysonby, is here seen in one of the accompanying illustrations.

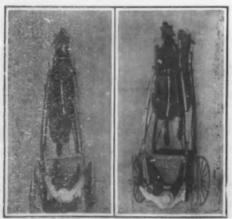
The most novel features used to obtain study material for the mounting are the series of remarkable overhead instantaneous photos now being made by Mr. Chubb. Ordinary side views have been taken

before by Muybridge and others, but up to the present no top views have ever been secured. This serial photography is necessary in order to obtain pictures of the spinal column of the horse when moving at full speed. All previous investigators, such as Muybridge and others, did not work along this line. There are no nictures which show this spe-cialized and unknown phase of the fast horse, By special courtesy of Prof. Osborn and Mr. Chubb, the writer was afforded special facilities for witnessing and obtaining some photographs showing the striking and daring manner in which Mr. Chubb, suspended fifty feet or more in the air, in a narrow rope-sling seat, is obtaining some wonderful obtaining some wonderful snap-shots of a trotting horse below. One of these, the first overhead photograph to be published, showing the lateral movement of the spinal column of a running horse, is here reproduced. The horse used is an ex-racer of fine proportions, furnished by a nearby riding academy.

In order to follow the movement of the spine, so that it will be perfectly visible on a photographic plate, a white line is painted along the vertebral column; three other spots are painted on the hip and flank, designed to outline the various movements of the pelvis and hip-joints. After these preliminaries, Mr. Chubb climbs into his rope-sling seat, and is hoisted up fifty feet or more. The lens of the instrument is pointed downward, mirrors being employed to reflect the image in a vertical plane, so that the operator keeps the ground glass before his eye exactly as if he were taking a picture in the usual way. In order



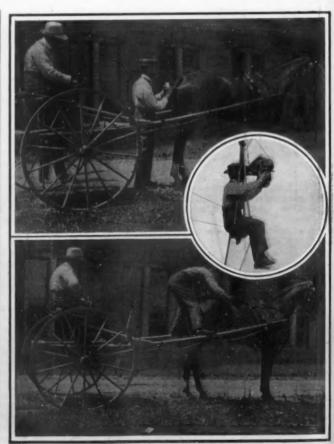
The Bunning Position in Which the Skeleton Will Be Mounted,



The White Mark Along the Spine Affords a Clue to the Change in the Vertebral Column's Position.



The Horse is Photographed from a Height of Fifty Feet.



The Spine is l'ainted white and I we white Marks are l'inced on the Hips, in Order that the Movements of the Spine May Be Photographed.

to relieve the strain from the operator and allow free control of the hands, the weight of the box is held by two cords attached to an overhead pulley. The horse and sulky are driven directly beneath, and a sharp focus is obtained on the top of the back. Then comes the actual taking of the picture. The driver sends his steed at full breakneck speed along the roadway, and at the crucial moment, animal appears on the reflected mirror of the camera above, the shutter is sprung. The camera used for this high speed is a 4-5 Graflex fitted with a Goertz-

Celor lens and focal plane shut-The expos ter. is one-thousandth of nd.

In life Sysonby stood 15 hands 3 high inches that is, 5 feet 3 The inches). length of the mounted skeleton will be a little over 8 feet. One of the accompanying photographs shows the working process and scheme of mounting. After the present, series of overhead photos have been studied to advantage, the white mark along the back afford-ing a clue to the approximate in posichange tion of the spine moving horse, and after consulting a large num

ber of the best sideview pictures taken of Sysonby in life on the race-track, a characteristic pose will be determined upon. The various bones will be tempo rarily tied to a series of strings with weights attached, which can be raised or lowered. By manipulating the cords, all the parts can be moved and changed until the final and correct attitude is reached. The approximate running position in which the skeleton will be finished is outlined in the accompanying drawing by Mr. Ignaz Matausch, of the Museum, which drawing however is subject to modifica tion. It will probably take six months or a year, owing to the extensive and painstaking amount of experimental research and labor, before the skeleton is ready for exhibition. When that times comes, it is ready for exhibition. When that times comes, it will be a masterpiece from a technical standpoint, illustrating the realistic and up-to-date mounting of the skeleton, as well as fittingly perpetuating the memory of one of the swiftest thoroughbreds ever produced in America. It may be suggested that a chronophotographice camera, mounted on a trolley directly over the moving horse and arranged to travel with him, would more adequately answer Mr. Chubb's

purpose. In this forty pictures could be taken every second, and entire series the would record the minutest change in the spine's position for each fleeting moment. The lim ited means at Mr. Chubb's disposal probably prevent him from ing out this plan.

Covering for Steam Pipes, etc. -225 parts water, 20 parts potter's clay, 39 parts fossil meal, 7 parts parts linseed oil, 3.5 parts sift ed rye flour, 2.5 parts beet (ultimately, if desired, also 3.5 parts flaxseed meal).

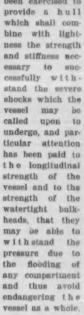
THE NEW UNITED STATES SCOUT CRUISER

"SALEM,"
The launch on July 27 at the yards of the Fore River Company, Quincy, Mass., of the scout cruiser "Salem" marks the introduction into the U. S. navy of a new type of warship. Her estimated speed, 24 knots, is greater than that of any other cruiser of the navy, and is exceeded only by that of the torpedo b and destroyers; and while it is a knot less than that of the English scouts now building, the difference in speed is more than compensated for by the ability to under all conditions of weather. On account of the high freeboard it has been possible to provide comodious quarters for the offic ers and crew, well above the waterline. A forecastle has been provided above the main deck, for about one-quarter of the length, and deck houses have been arranged abaft the forecastle

Ample subdivision has been made to insure the ves sel keeping afloat with no resulting serious change of trim or loss of stability if several of the compartments are pierced. In planning the structural details the

greatest care has which shall co bine to censfully which vessel may called upon strength of vessel and to the watertight bulk-heads, that they

built of steel throughout: two



The bull in longitudinal bulk

heads are worked continuously throughout the engine and boiler spaces, one on each side, extending from the bottom of the vessel to the main deck, and inclined slightly inboard at the top. In order to avoid any break in the continuity of the strength of the vessel, the upper and lower strakes of these bulk-heads extend well beyond the limits of the machinery spaces, forming large brackets gradually tapered off. Between these longitudinal bulkheads, and extending throughout the boiler and engine room, an inner bot-tom is worked, so that the vessel is well protected

from injury in case of grounding.

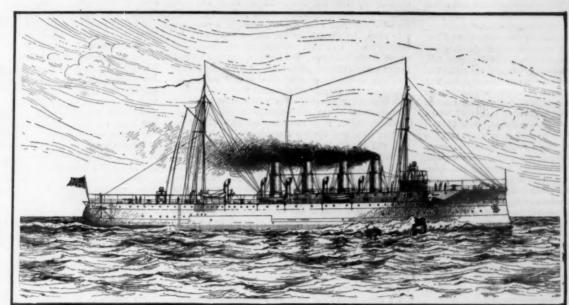
There are five decks, designed as forecastle, main, berth, orlop and platform, respectively, the main and berth decks being continuous from stem to stern. Nickel steel protection of 80 pounds per square foot is worked on the shell plating for the length of machinery space including the dynamo room, extending from about 3 feet 4 inches below the waterline to about 9 feet 6 inches above, abreast the engine and dynamo rooms, and 6 feet 6 inches above, abreast the boiler rooms. At the forward end of the machinery space and the after end of the dynamo room, partial

athwartship bulk heads of 40 pounds nickel steel are fitted, of the same depth as the adjoining protection Nickel-steel tection in in wake of the steering engine.

The battery two 5-inch and six 2inch rapid-fire guns and two 21inch submerged torpedo tubes.

Two submerged torpedo tubes the side-loading type with all sories, including and accumulators. installed the torpedo room Four each side. torpedoes will carried for each

The magazines



Draft, (mean) 16 feet 914 inches. Displacement: (t. 750 tons) 24 knots. Coal, (maximum) 1,250 tons. Guns

The Fastest Ship in the United States Navv.

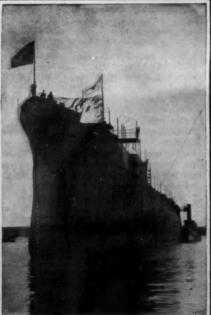
maintain the high speed in all conditions of weather, by a coal capacity more than double that of the Eng lish scouts, and consequently a greatly increased

The leading characteristics of the "Salem" follows: Length between perpendiculars, 420 feet; length over all, 423 feet 2 inches; breadth, molded, 46 feet 8 inches; draft, fully loaded, 19 feet 1½ inches; depth amidship, molded, 36 feet 51-16 inches; displacement, fully loaded, 4,640 tons; displacement on trial, 3,750 tons; draft on trial, 16 feet 9½ inches; total coal capacity, 1,250 tons; coal on trial, 475 tons; maximum speed, average of 4 hours' run, 24 knots; steaming radius at 10 knots per hour, about 6,250 knots; steaming radius at full speed, about 1,875 knots; maximum brake horse-power, main turbine engines estimated, 16,000; indicated horse-power, auxiliaries, 400

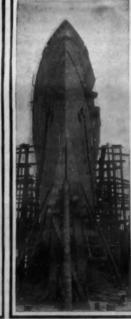
The freeboard of the vessel is greater than that of any other vessel in the navy, being, at the normal draft, 19 feet 8½ inches amidships, 34 feet at the stem, and 21 feet 6 inches at the stern. The high freeboard insures good sea-going qualities, gives great range of stability, and provides a safe and dry ves



On the Ways.



A NEW TYPE .- THE UNITED STATES 24-KNOT SCOUT CRUISER "SALEM,"



The Lofty Bow.

have been so arranged that about half the total sup ply of ammunition will be carried at each end of the vessel, and four ammunition hoists driven by con stant-speed electric motors will deliver ammunition to the guns. Battle order and range indicators will be fitted in accordance with the usual naval practice.

engines are Curtis marine turbines, 120 inches diameter. 7-stage reversible, located in separate partments, of a combined brake horse-power of 16,000, arranged for outboard turning propellers when going The steam pressure at throttle valve is 250 pounds, and maximum revolutions at full power about 350 per minute. The necessary auxiliaries and accer sories will be provided in accordance with the practice of the Bureau of Steam Engineering

There are twelve watertube boilers of the Fore River "Express" type, placed in three watertight compartments, with a total grate surface of 693 square feet, and a total heating surface of 37,080 square feet. The working pressure is 275 pounds per square inch. steaming capacity will be such that all the steam machinery can be run at full power with an average air pressure in the firerooms of 5 inches of water. 'Salem" carries four smokepipes, each 75 feet high above the base,

The arrangement of the quarters provides accommodation for a commanding officer, twelve wardroom officers, five warrant officers, and 340 men. The quarters for the officers are located in the after portion of the vessel, with the usual staterooms, metc., as customary in the naval service. T The amid ship and forward portions of the vessel are given up to the crew, with the usual lavatories, dispensary, sick Quarters for the chief petty officers are pro-the orlop deck forward. For our illustrations vided on the orlop deck forward. and particulars we are indebted to Mr. Francis T. wies, President of the Fore River formerly Chief Constructor of the United States Navy

Silk from Spiders.

Because of the external resemblance between slik and apiders' webs, it seemed likely that both consist of similar materials. As, however, most spiders' webs are entangled with insects, dust, and other foreign objects, it has so far been impossible to collect a sufficient quantity pure enough for chemical analysis. At the recent French Colonial Exhibition held at Mar seflies there was exhibited an interesting silk-like pro duct, which was derived from a big spider living in Madaguscar, and which will possibly be manufactured in the near future as a substitute for ordinary silk. In fact, a French Jesuit father, M. Camboué, has installed at Tananarivo a testing plant, in which the spiders are reared in order to be artificially deprived of their webs. Each spider will yield 150 to 600 meters of silk thread at a time, and will die after being emptied five to six times in a month. These webs are very beautiful orange-yellow hue

Prof. E. Fischer, of Berlin, recently succeeded in obtaining a sufficient amount of this substance to carry out a thoroughly scientific analysis, the results of which are given in a paper read before the Berlin Academy of Sciences,

The main component of ordinary silk, viz., a substance called silk fibroin, is a protein which is remarkable for the simple amino-acids that it contains. Spiders' silk was found to be of a quite similar composition, but for the absence of any component solu-ble in water (glue) and the presence of glutamino-Its beautiful orange color is another distinctive feature.

Because of this remarkable affinity between the two ibstances, their external resemblance cannot be considered fortuitous. Both substances are known to be produced from the liquid secretion of glands, which a issuing from the animal's body immediately coagulates, acquiring a surprising mechanical strength. This process calls to mind the coagulation of blood. It is true to say that the spinnerets giving off the spide from a morphological point of view, are mark ediy different from the glands of the silk worm, supply the material for the silk thread, and which are nsidered by zoologists as modified salivary glands The chemical similarity of secretions from organs so dissimilar will be found the more remarkable

----Simple Slivering Process by Dipping.

Roselein has invented a process of silvering without the use of the electric current, and which is spe-cially applicable to small articles of brass or copper, as buttons, screws, hooks, etc. The bath is composed of 22.5 liters of water, 0.906 kilogramme potassium cyanide, and 225 grammes of silver nitrate. Although the cyanide and the nitrate can be dissolved together in water, it is better to dissolve them separately and olutions. Both should be used hot; temperature being 50 deg. to 60 deg. C. (122 deg. to The articles to be plated, after having been cleaned, are placed in baskets or attached to wires, and hung in the bath. The silver is deposited If the surface of the articles to almost immediately. be plated is polished, that coating will also be polScientific American

ished; while on matt articles the coating will be matt. The solution is not to be strengthened from time to time, but used up; and when no more silver is dep ited, the bath is to be thrown away. Adding new silver does not improve the work; on the contrary. This is probably because there is a gradual addition of copor brass, from articles to be plated, to the bath.

A HOME-MADE AIR THERMOMETER.

BY BAKER BRUWNELL.

Among the various instruments which have been devised for the measurement of temperature, the air thermometer has the distinction of being the first form of any value. It was invented probably by Galileo about the year 1593, and was used to a considerextent by physicians; but its readings were de ceptive, for at that time the influence of atmospheric pressure was unknown. Galileo invented the alcohol thermometer eighteen years later, and this more accurate and at the same time more simple instrument almost entirely superseded the older form.

some ways, however, the air thermometer is mor efficient than either the mercury or alcohol ther-mometer. Since it is based on the principle of expansion of a gas, the air thermometer is very sensitive, and offers a large register for a small change in temperature. The reason for this greater susceptibility to heat is evident from the following data. The coefficient of expansion of air is 0.003665, or approximately 1-273 of the volume; the coefficient of mercury is 0.0001815, or 1-5510. Thus, a cubic centimeter of air, upon the application of one degree Centigrade of heat, will expand about twenty times as much as an equal volume of mercury. Besides this, a greater quantity of air than mercury can be conveniently utilized for expanding.

simple air thermometer can easily be made materials needed are a thin, hollow sphere or bulb of glass, about two inches in diameter, having as an out-let a glass stem from eight to twelve inches long, of one-eighth inch inside diameter. A bottle of considerable weight, about three inches in diameter and from three to five inches high, is necessary. (Any ordinary rather small bottle will do.) This should be half filled with eosin solution or otherwise colored

water. A cork stopper for the bottle, having a hole through it large enough to admit the glass stem. The partially filled with This can be done by warming the spher with the hand, and holding the end the stem under the surface of the liquid. Some of the expanded air is expelled, and when the hand is removed from the bulb, the eosin solution rises gradually in the tube to fill the vacant sphere caused by the contraction of the cooling air. If temperature changes far from the al are to be



THERMOMETER.

registered, the eosin should stand finally at somewhat over half way up the tube. It is rather difficult to reach a satisfactory result sometimes, and several trials may be necessary. They are easily repeated, of course, for the liquid already in the tube can be driven out by warming the bulb again.

Two grooves, running lengthwise, should be cut into the sides of the stopper to provide for free communication between the air in the bottle and the outside atmosphere. It is essential that the bottle should not be corked air-tight, since this condition would cause a counter pressure of the air in the bottle whenever the air in the bulb is expanded. When the cork stopper has been put in, and the stem of the glass sphere inserted so that the end of the tube is under the surface of the liquid, the air thermometer is complete. A scale of degrees marked on cardboard may be put back of the tube, or the gradations may be scratched the glass itself, but the readings will be inaccurate, for they will vary with every barometric variation, since the air pressure on the liquid in the bottle fluctuates. In only a much modified and rather c plex form can the air thermometer be relied upon for

The delicacy in action of the air thermometer makes it very useful in detecting sudden local changes in temperature. Interesting experiments can be performed with it; for instance, if a piece of filter paper satuwith ether is placed on the bulb, the eosin

quickly rises because of the heat absorbed in evapo-Because of its inconsistencies in readings, ration. however, it is wrongly named as a definite measurer of temperature, for it is really only a thermo

A German Military Airship.

During the course of the last few months decisive alterations have been made in the scope and service of the German Aeronautical Battalion, the merely tactical exercises so far carried out on ordinary free alloons being supplemented by experiments on steerairships. At the same time the barracks pro-for this battalion in the neighborhood of able airships. Tegel have been enlarged, and a special corps of engieers organized to design and build a really practicable motor-driven airship for military purpo

The new airship, according to a recent notice in the Berliner Tageblatt, is designed on similar plans to the Parseval airship, and after having been constructed and tested in perfect secrecy, has performed with satisfactory results a first four hours' trial run. The airship would navigate at a height of 1,500 meters (nearly a mile) with a speed of 45 to 50 kilom ters per hour, showing remarkable stability. It of spindle shape, and is kept horizontal on the escap It is of gas by two ballonets arranged behind one another. and into which atmospheric air or gas is pumped.

The platform affords accommodation for six perand can be armed with guns. Equilibrium is maintained by weights running along bars, which eadily compensate any readjustment in weight due to movement or the consumption of ammunition. The experience gained in connection with both the Zep-pelin and Parseval airships thus seems to have been utilized to the best advantage.

Dynamos for supplying current to the propellors have been provided, and this airship promises to be a reliable factor for military operations, if its mobility proves to be as perfect as the first trials indi-

From the Alps to the North Sea in an Airship.

Owing to the special attention which is now being paid to the airship problem on both sides of the ocean. and the recent successful trial trips of French nauts, it will be of interest to give some details of a schame worked out by Count Zeppelin, the well-known German airship constructor.

Zeppelin intends shortly to start on a flight from Friedrichshafen, on the Lake of Constance, to Em-den, on the North Sea, and back on the same way, thus twice crossing the whole of Germany.

According to reports in the German daily press this scheme will be quite practicable from the theoretical point of view, Zeppelin's airship being large enough to store the material required for operation. The distance to be covered on its way would be about 1,600 kilometers (1,000 miles); and supposing the balloon to traverse 60 kilometers (37 $\frac{1}{2}$ miles) per hour, the whole flight would be completed within 27 hours. When allowing, for the sake of safety, for a journey of forty-eight hours, the flight would still be possible the amount of benzine carried by the balloon being sufficient for fifty hours.

As regards the practical part of the problem, the maximum journey so far recorded by Zeppelin's ship lasted two hours, while even Lebaudy so far has not completed any flights lasting more than hours. Some difficulty would be experienced in recharging the balloon if this proved necessary. The direction of the wind would likewise be an important factor to be reckoned with, and even if the wind on starting were specially favorable, it would be the less favorable on the return journey. Finally, there has not so far been a flight without incidents, and these on such a long flight would obviously be the more frequent.

Another factor to be considered is, that the enorous consumption of benzine, as entailed by such extensive flights, would be equivalent to an aucmatic throwing of ballast, the airship rising ever higher. In order to counteract this, Zeppelin would have to let out gas; and this again would have to be sated for by throwing out ballast. The resulting al-ternative rising and falling of the balloon would doubtless put the motor to a severe test. When Whether enon by dynamical means, keeping his airship at the required height, will have to be ascertained by prac-

Another interesting scheme has been enunciated by Major von Parseval. This aeronaut intends gradually to extend the range of his airship by circular tours of ever-increasing extension, and to begin by a flight round Berlin. This flight will involve a distance of about 60 kilometers (37% miles) to be traversed, and as this could be done in one and one-half hours, this scheme, while being far more modest than the one above described, would have the undoubted advantage of being considerably more practicable.

Correspondence.

Ignition of Charge in Ordnance and Erosion,

To the Editor of the Scientific American:

My attention is drawn to an article by Henry B. Griffe, of Dubuque, Ia., suggesting that to prevent erosion of the bore in guns, the charge be ignited at base of projectile.

This was done in the needle gun, used in the Franco-German war by the German soldiers. The recoil was so severe that they were speedily condemned.

The method applied to a 12-inch gun would doubtless dismount the piece. Muskets used in the civil war were found to kick in proportion as careless boring placed the point of ignition in advance of base of charge.

W. B. Williamson.

Ames, Okla.

Signals for Power Boats.

To the Editor of the SCIENTIFIC AMERICAN

I desire to call your attention to several misstatements in the article published on page 66 of your issue of July 27, entitled "Whistle Signals for Power Boats." The statement that if the pilot of any craft, when signaled to pass to starboard, deems it inexpedient to do so, he can give two blasts and signify his desire to pass to port, is altogether wrong, as can readily be seen from Rule III. of Article 181 (Act of June 7, 1897), which is as follows, and the second paragraph of which should be especially noted:

"Rule III. If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle; and if the vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerage way until the proper signals are given, answered and understood, or until the vessels shall have passed each other.

"Vessels approaching each other from opposite directions are forbidden to use what has become technically known among pilots as 'cross signals'—that is, answering one whistle with two, and answering two whistles with one. In all cases, under all circumstances, a pilot receiving either of the whistle signals provided in the rules, which for any reason he deems injudicious to comply with, instead of answering it with a cross signal, must at once observe the provisions of this rule."

There are four situations in which two vessels can be found when approaching each other. The first of these is head-on, so that, in the daytime, the masts of the two vessels are practically in line, or that, at night, the red and green lights of each boat are visible from the bow of the other. In this case the vessels must each give one blast of their whistles, thus signifying their intention of passing to the right of each other.

The second situation is where the two boats are to the left of each other as they approach. At night their green or starboard lights only will be visible. In this case they will pass at the left after first each giving two short blasts.

In the third situation the boats are to the right of each other. They will keep to their respective courses, and pass to the right after first giving one blast of their whistles.

In the fourth situation the boats are approaching at an oblique angle. In this case, the vessel which has the other on her own right-hand or starboard side must keep out of the way of the other, and must slacken her speed or stop and reverse if necessary, at the same time indicating her intention by one or two blasts of the whistle as the circumstances may require.

These four situations are the chief ones which can occur, and if the power-boat users will remember the simple rules which govern the control of craft encountering them, there will not be the danger of collision that now frequently occurs. The motor boatmen should remember that the main "rule of the road" is the same on land or sea, namely, "keep to the right"; while when one boat is overtaking another, it is proper for her to give the other warning as to which side she will pass, by blowing one short blast when passing on the right, or two short ones, when passing on the left. The overtaken vessel should repeat the signal if there is room for the overtaking boat to pass. If there is not room, she should give four or more sharp blasts, which should cause the overtaking boat to hold back until such time as she receives the signal (one or two short blasts) from the vessel ahead, allowing her to pass.

from the vessel ahead, allowing her to pass.

Motor boatmen should have their attention called to the fact that all open power boats under 10 tons gross are obliged to carry a single combination light showing green and red on the right and left hand sides respectively; to have a suitable whistle or siren; and to carry a 6-inch bell of good tone and

quality for use as a fog bel, in bad weather. In fog, mist, snow, or heavy rainstorms, a prolonged blast of the whistle must be given at intervals of not more than a minute, while the boat is under way, and when at anchor the bell must be rung rapidly at similar intervals for about five seconds.

PILOT.

New York, August 10, 1907.

A New Type of Bullet.

A noticeable feature at the Bisley rifle meet in England this year has been the all-round decided improvement in the scoring. This result is attributable to a new type of bullet, with which experiments are being conducted, the advantages of which are not only an increase in range, but a marked improvement in accuracy, due to the fact that it has a flatter trajectory, and does not require such allowances for wind as are now requisite, since it offers a lesser area of resistance. The present service bullet has a flat conical head, but in the new missile the head is carried to as fine and thin a point as is possible in view of the metal employed in its construction.

The British experiments in this direction were in-uenced by the tests that have been conducted in European military circles with the Spitzer projectile, which is a light-weight bullet of 150 grains. experts who have witnessed the trials therewith were what dubious of its "effective stopping po considering its light weight. The well-known British manufacturers, Kynochs Limited, tinued private investigations upon the lines of the Spitzer bullet, and as a result of their numerous tests and researches evolved this latest type of projectile, which it is anticipated will revolutionize i ketry as much as did the invention of smokele powder, especially when used in conjunction with the service arm of the British army, the Lee-Enfield rifle since therewith a point-blank range up to 800 yards is possible. Precisely what this means may be readily grasped, since up to this distance no time need be in adjusting sights, it being only necessary to take direct aim and then fire.

bullet is similar in construction and new weight to that already in use. It is formed of a cupro-nickel envelope containing the softer metal, and weighs 225 grains. The service bullet is similarly built up, measures 1.25 inch in length, is of the sam weight, and has a bluff round head. The latest pro jectile is somewhat longer, due to its being carried to a thin and fine point. With the special ammunition that is used therewith it has, when fired with the Lee-Enfield rifle, a muzzle velocity of 2,400 foot nds, which is 400 foot seconds in excess of the r type. The results of the trials at Bisley have older type. demonstrated the fact that the resistance which it offers to the wind is fifty per cent of that of the snub-nosed bullet, the wind allowance being as much as 20 deg. less at 1,000 yards, while even at maximum ranges the difference is equally striking. Bisley with this type of bullet The scoring at been unparalleled in regard to "highest possibilities. the contrast being emphasized by comparisons under precisely the same conditions with the service bullet; level of marksmanship has been raised to unprecedented degree, especially at the 1,000 and 1,100 yards ranges. It is realized that this remarkable has been achieved by the combination of the pointed shape with the most suitable weight, a factor which has been resolved after a long series of experimental investigation.

The Largest Cave in the West,

Two gold-prospectors recently discovered in the Santa Susanna Mountains, about fifty miles from Los Angeles, Cal., the largest and most remarkable cave in western America. While looking for indications of gold, they found an opening which they entered. The opening led to a great cavern, consisting of many passages, some of them wide, but most of them narrow and lofty. The passages lead into great halls, some containing an acre, studded with stalagmites and stalactites, in some cases so thickly that it is difficult to get through. The walls of one of these halls are covered with rude drawings, some almost obliterated, but others still clear. The drawings represent incidents of the chase, showing Indians on foot pursuing bear, deer and other animals. One wall-painting shows the bear pursuing the hunter. The work is done with a soft, red stone much used by the Indians for that purpose.

A new gem has been discovered by prospectors in San Benito County, Cal. It is described as a clear, transparent, blue stone with violet tints in the deeper colored portion. It surpasses the sapphire in brilliancy and rivals it in color, though it is not so hard; being about as hard as chrysolite and harder than moonstone or opal. Under heat it turns a bright red but on cooling resumes its normal color. It has been given the name of Benito, from the county in which it was found.

THE LARGEST LOCOMOTIVE EVER CONSTRUCTED.

There has just been completed at the Schenectady Works of the American Locomotive Company a freight locomotive, which, among many other novel and characteristic features, is distinguished by being considerably the largest and most powerful locomotive every constructed. We give herewith, in addition to the views of the various parts, a photograph of the completed engine, taken as soon as it had been run out from the crecting shop. This truly mammoth locomotive is the first of three which are being built by this company for the Eric Railroad.

To understand the conditions which call for the production of such a monster piece of mechanism, it is necessary to familiarize ourselves with that particular stretch of the Eric Raliroad on which the work of the new locomotive will be done. The object of building a part of the motive power in such large units as this is to be found in certain economic principles, by the observance of which it has become possible to haul freight in the United States at a cost per ton very much lower than the rate obtained in other countries.

three locomotives will be u stretch of up-grade, 8 miles in length, which is en-countered by east-bound trains running from Susque-hanna to Gulf Summit. The grade is located at west end of the Delaware division, which miles in length, and at the east end of the Susque hanna division, which is 140 miles long. The amount load which a freight locomotive can haul over a given division is determined by the maximum grade on that division; that is to say, as many core are coupled up behind an engine as it can, unassisted, pull over this grade. The determining maximum grade on each of the two above-mentioned divisions is two tenths of one per cent; or two-tenths of a foot in 100 feet. At present, the heaviest freight engine of the Erie, weighing 184,000 pounds, can haul' a train weighing 3,400 tons from Cornell, at the west end of the Susquehanna division, to Port Jervis, at the east end of the Delaware division, provided it is assisted over the 8-mile stretch of road above referred to coutaining a one and three-tenths per cent grade. Up to the present time, these freight trains have been sisted over the grade by two and sometimes sometimes even three of the heaviest of the Erie helper engines; or if that were not done, it was necessary to cut the train in two. This entailed trouble and delay, and also involved the use of extra engineers, firemen, In order to solve the problem, it was suggested by the American Locomotive Company to concentrate the helping power in one engine of exceptional weight and thus placing the whole of the auxiliary power in the hands of a single crew.

The construction of an engine of the necessary tractive power was rendered possible by making use of the Mallet type of articulated compound locomotive, in which one huge boiler is mounted upon two separate engines, one high-pressure and the other low-pressure, each pair of cylinders being carried upon a separate truck and operating its own set of driving wheels. The first locomotive of this type to be constructed in this country was built by the company for the Baltimore and Ohio mountain service; and in the few years it has been at work, it has given most excellent service, hauling even greater loads than were anticipated, and all the parts functioning satisfactorily. This was followed by a still larger engine for the same class of service, built by the Baldwin Locomotive Company for the Great Northern Company. The third to be built is the huge locomotive which forms the subject of the present article. By a study of the accompanying table showing relative weights and dimensions, it will be seen that the Erie locomotive

COMPARISON OF THREE MALLET COMPOUNDS.

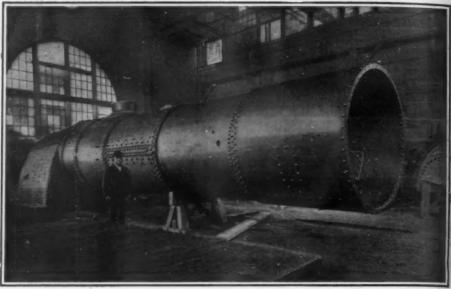
Road {	Baltimore and Onio,	Great Ner, bern.	Erie.
Builder	American Lcco- motive Co.	Baldwin.	American Loco- motive Co.
Total weight. Wt. on drivers Size cylinders. Diam. Crivers	\$14,500 lb, \$14,500 lb, \$10 & 33 x 37 in, \$15 in.	355,000 lb. 316,000 lb. 3134 & 33 x 38 in. 55 in.	410,000 fb, 410,000 fb, 25 & 39 x 26 fn, £1 fr.
Tr'ctive effort (compound). Steam press're Total wheel	71,500 lb. 105 lb.	71,000 lb. 300 lb.	98,900 lb. 215 ib.
base	30 ft. 8 in.	44 ft. 10 in.	30 ft. tin.
Driving wheel base, rigid	10 ft.	10 ft.	14 ft. 3 in.
Total heating surface	5,585 sq. ft.	5,658 mg. ft.	5,314 sq. ft.

marks a great advance upon the other two, the total weight of the engine having gone up from 355,000 pounds in the Great Northern to 410,000 pounds in the Eric locomotive, and the tractive effort from 71,800 pounds to 98,000 pounds.

The high-pressure cylinders are 25 inches, the lowpressure 39 inches diameter, and both have a stroke of 28 inches. The tractive effort of 98,000 pounds will be developed when the engine is working compound; but an intercepting valve is provided, by which



View Looking Into Smokebox, Whose Diameter is 8 Feet.



The Boiler, 8 Ft. Diam., 35 Ft. Long, Weighs 50 Tons. Has 5,314 Sq. Ft. Heating Surface.



Bird's Eye View Showing the Ferward Engines.

the engineer can turn live steam into the low-pressure cylinders, in which case about 45 per cent of the boiler pressure will be realized in them and the tractive effort proportionally creased, rising to a maximum of about 120,000 pounds. Under these conditions, it is curious to note that the locomotive could haul on the level 250 loaded freight cars, or, say, 10,000 tons of freight, and that the train would be nearly two miles in length. It could pull this load, more-over, at a speed of 8 or 10 miles an hour. If such a train were loaded with wheat, it would represent the product of twenty-six square miles of wheat land.

In a huge locomotive like this, in fact in any locomotive, "the" boiler's "the thing"; and to supply steam to engines of such great capacity, it became necessary to design a locomotive boiler far larger than any in existence. The outside diameter of the largest ring is 981/4 inches; the heaviest ring of the shell being 13/16 inches thick. The tubes, of which there are 404, are 21 feet long and 2¼ inches in diameter The firebox, which is of the inches in diameter The firebox, which is of the Wootten type, is 114% inches wide by 126% inches long. The weight of the boiler itself, empty, is 100,000 pounds, and the water alone in the boiler weighs over 40,000 pounds. The total heating weighs over 40,000 pounds. The total heating surface is 5,314 square feet, of which 4,971 is in the tubes and 343 in the firebox, the grate area being 100 square feet.

That the heating surface has not increased in proportion to the other elements of this locomo-tive, is due to the fact that a 4-foot combustion chamber has been introduced which, of course, reduces the tube heating surface. Were it not for the fact that four feet of the barrel is taken up by

the combustion chamber, the total heating surface would

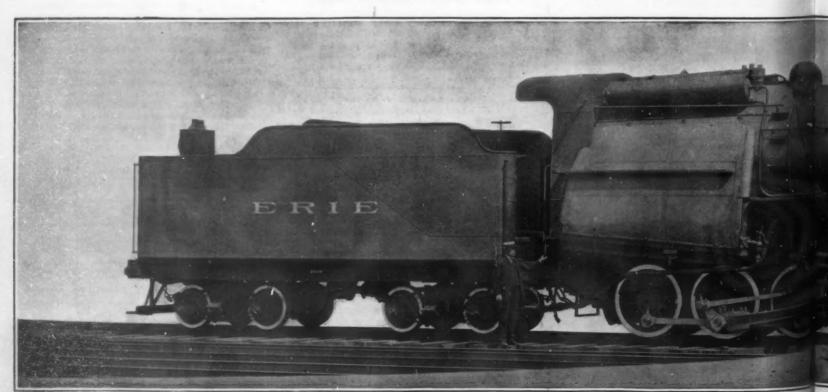
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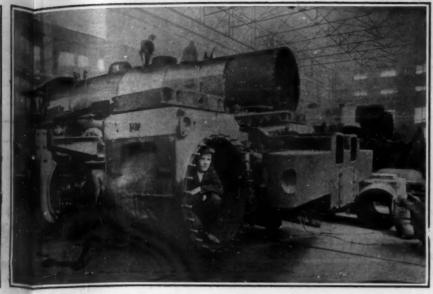
be over 6,000 square feet.

As will be seen from the illustrations, the locomotive is carried upon two sets of eight driving wheels each, all of the eight in each case being coupled, so that the whole of the weight of 210,000 pounds of the engine is available for adhesion. The boiler is mounted rigidy upon the main or after frame of the locomotive, and its weight is borne partly upon this and partly upon the forward radial frame, on the front end of which the lowpressure cylinders are mounted. That part of the weight of the boller, about 90,000 pounds, which is carried on the forward engines, is supported on a self-adjusting slifing bearing, located between the third and fourth driving wheels, a brass bearing plate being introduced between wheels, a brass bearing plate being introduced between the boiler bearing-casting and a wrought-iron plate ca-ried on the forward engine frame. There is another all-ing support located between the second and third pains of driving wheels, which is provided with a floating balance device that serves to take some of the load off the main boiler bearing. The forward engine frame is piroted at its after end to the forward end of the main I frame of the engine. When the locomotive enters a curve, tog the forward engine is free to swing to right or left, are for the case may be, the sliding bearing plate and other approvices allowing it to do this with comparatively little equ As a matter of fact, because of the flexibility of the wheel base, the lateral wrenching effects of the engine upon curves will be less than that of much smaller engines. Moreover, the load being distributed among sixteen wheels, the concentrated wheel load of 51,250 pounds per wheel is considerably less than that of sems the engine is 210,000 pounds, and of the engine and tender Mai 572,800 pounds. The length area of the engine and tender Mai 572,800 pounds. The length over all is 80 feet.

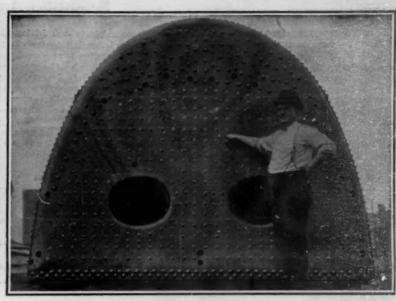
The operation of the locomotive is as follows: Steam tion



Length, 30 feet. Weight of Engine, 305 tons. Weight of Tender, 51½ tons. Boiler, dameter, 5 feet; length, 35½ feet. Weight of Boiler, 50 tons. Heating Surface, 5.314 square feet. Steam Pressit working compound, 49 tons; working simple (live steam in low-pressure cylinders) 60 tons. Working simple, this engine could hank at



the Diam, (89 In.) of Low-Press, Cylinders Exceeds That of Many Locomotive Boilers.



The Enormous Wootten Firebox, Containing 100 Sq. Pt. of Grate Surface

is taken from a dome, placed at the top of the boiler, is taken from a dome, placed at the top of the boller, through a throttle, which is so designed as to act as a steam drier. It passes through steam pipes on each side of the boller to two high-pressure cylinders, each of which is 25 inches in diameter, with a stroke of 28 inches. The alves are of the piston type operated by a Walschaert gar. From the high-pressure cylinders the steam is led gear. From the high-pressure cylinders the steam is led through a pipe placed centrally between the frames, and provided with universal and sliding joints, to a pair of low-pressure cylinders 39 inches in diameter by 28-inch stroke, located far out beyond the front end of the smokebox, as shown in the accompanying illustration. The steam distribution is effected by means of D-valves operated by a Walschaert gear. From the low-pressure cylinders the steam exhausts through the smokebox to the stack. It is an interesting fact that in spite of its great power the operation of this engine is rendered easier than that of an ordinary road engine. This has been made possible by the addition of pneumatic reversing cylinders to the ordinary reversing gear, with provision

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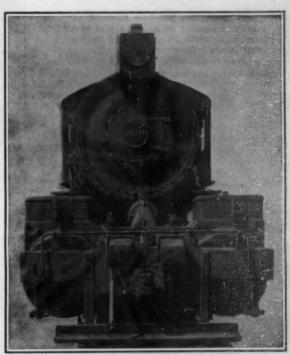
of some

set the cylinders to the ordinary reversing gear, with provision is put for positive automatic locking in any desired position.

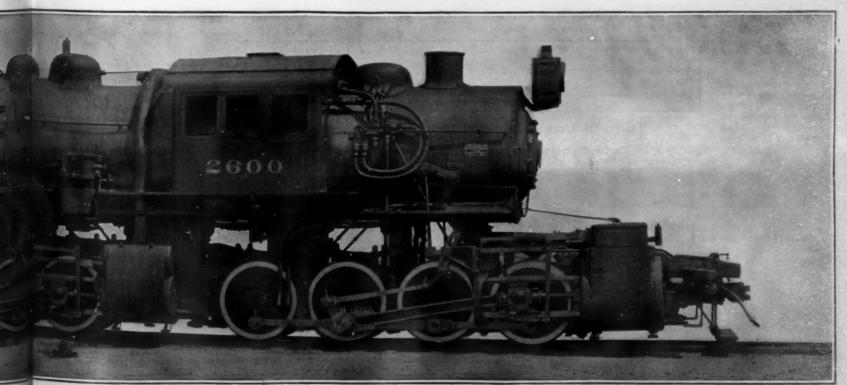
The front pair of front driving wheels are equalized a curve, to gether on each side, and cross-equalized in front of the left, and forward drivers, making this system equivalent to a single supporting point. The rear engine, on the other hand, is qualized throughout on each side only, without cross-entitle drivers and condition for flexibility produced engine, which is the ideal condition for flexibility and convex tion on the track. and easy action on the track. The excellent record estab-lished by the Mallet compound locomotive on the Baltimore and Ohio Railway is a guarantee of the success of this larger venture; and the American Locomotive Company is to be congratulated on having introduced the Mallet type into this country, where the conditions of modern freight service were calling for engines of exceptional weight and power,

Firing Pottery Ovens with Mond Gas

In order to demonstrate the possibilities and efficiency of Mond producer gas as a medium for firing pottery ovens, an interesting demonstration was carried out at the Royal Victoria Pottry in Britain. The oven in which the test took place was filled with "biscuit ware," and although at full heat the temperature of the "hovel" of the oven was found to be agreeable, while it was perfectly clean and the atmosphere quite pure, owing to the entire absence of smoke. In regard to its application in this particular instance, the firm adopting the system have evolved a special method, whereby the calorific value of the gas is considerably increased, so that sufficient heat can be obtained for firing any kind of ware, both "biscuit" and "ghost." This end is accom plisned by a process of regeneration, the gas and air being superheated before ignition, with the result that a temperature of 1,350 deg. C. can be easily secured, while at the same time the quantity of gas admitted within the oven can be simply controlled. Gas firing, as a result of the trials carried out at this pottery, has proved to be more economical than the systems generally in vogue, both in the cost of the fuel and also in regard to the proportion of breakages, wear and tear of the ovens, and labor. Irregular "baiting" and the imperfect distribution of the heat coincident with coal firing are perfectly overcome Owing to the success of the experiments at these works, the utilization of producer-gas firing is to be more extensively adopted throughout the pottery district, several supply stations for this purpose now being in course of construction.



Front View Showing Great Size of Low-Pressure Cylinders.



da. Cylinders: High-pressure, 25 inches diameter, 28 inches stroke. Low-pressure, 30 inches diameter, 28 inches stroke. Weight on Drivers, 215 tons. Diameter of Drivers, 51 inches, Tractive Effort, 2017, a train 2 miles long, carrying 10,000 tons of freight, or an amount of wheat representing the harvest from 25 square miles of wheat farms, WOM

WEIGHT, 286% TONS. MAXIMUM TRACTIVE EFFORT, 60 TONS.

A LOCOMOTIVE DRIVING-WHEEL RECORDING BEVICE.

In view of the large number of railroad wrecks occurring during the past few months, supposed to be due to defective steel rails, much discussion has been given to the quality of steel used in the rails and the trocess by which they are produced.

Practically all the steel rails in use in this country are produced by the Bessemer process, the same general outline rail section being used, except from time to time as it has been increased in dimensions and weight to keep pace with the increased weight of the rolling stock.

While it must be admitted that too many rails have to be removed due to manufacturers' defects, at the same time it is hardly reasonable to suppose that all of the trouble due to broken rails is caused directly by these defects; and it is probable that most of the breakages of good-quality sound rails on straight track are caused by loads being placed upon the rails which neither the railroad engineer nor the rail manufacturers ever expected the rail to have to carry, as there are a number of instances of wrecks having occurred on straight stretches of perfectly good track, where the rail was subsequently found to have been broken, though made of good material, while the balance of the roadway was in the best of condition. All explanations heretofore advanced still left the cause shrouded in mystery.

A new thought has just been advanced for these failures on a straight track, and it was brought to light by experiments being conducted to locate the cause of uneven locomotive-fire wear. Mr. D. Patterson, master mechanic of the Colorado & Southern Railroad Company, devised a recording instrument by means of which he was able to transfer to a strip of paper the contour of the tires represented by an irregular line, which varies from a straight datum line an equal amount that the tire varies from a circle; the contour line approaching the datum line if there is a low or flat place in tire, and receding from it if there is a high place.

The recording instrument is called a tiregraph, and the records, tiregrams. By examining and comparing a large number of the latter, it was learned that in nearly every case the defects in the tire bore a fixed relation to the wrist-pin and counter-weights of the driving wheels.

This investigation was then extended to some other roads, and the conditions found to be the same.

The illustration shows the device held in position over the face periphery of the locomotive driving-wheel, having the disk pulley of the paper-winding spool in frictional contact with the outside edge of the wheel, the motion of which slowly draws the recording strip of paper over the platform, on which the record is made by pencils clamped to sliding bars. Another roller, secured to the k-wer end of a sliding bar, bears against the face of the driving-wheel and vibrates the lateral voke holding one pencil back and forth, according to the inequalities of the wheel surface. The upper, inner edge of the initial sliding bar is provided with gear teeth, which mesh with the gear of a pivoted segmental wheel, so arranged that the small vibratory motion of the initial slide bar will

magnify the movement of the second sliding bar three times greater, and also the pencil carried on this bar to correspond. Thus two records are made on one strip of paper, one of which shows a greater movement of the inequalities than the other, and in an oppo-

site vertical direction. These tiregrams developed that the wear of tires was greatest in the neighborhood of the greatest weight in wheel. Thus, if the crank-pin and its parts were heavier than the counterweight, the wear would be greater adjacent to the crank-pin, and vice versa. Whenever excessive wear was recorded the wheels were reweighed and balanced, and the disparity of weights corrected. In one case a high-speed passenger engine was found to be 230 pounds too light in the counter-balance, and several from 50 pounds to 150 pounds; this unbalanced weight being carried along at from 80 to 100 feet per second, was expected to run smoothly.

was expected to run smoothly.

The engines tested were of various types—four-cylinder balanced compounds, tandem compounds, outside-connected compounds, simple piston valve and simple riide valve—and equipped with various systems of counter-halances.

The balanced compounds were equipped with two counter-weights on each main driving wheel, and the wear on tire indicated the location of the weights had been altered, 'probably in an endeavor to correct the balance.

Most of the other engines were balanced under the master mechanics' methods, and had one counter-bal-

ance weight to each driving wheel, and the tiregram showed that if the crank-pin and its parts and the counter-weight were correct according to the formula used, the tires would not wear evenly, but would wear most adjacent to the crank-pin and the middle of the counter-weight, and the space between the weight and the crank-pin would appear as a high place on the tire-

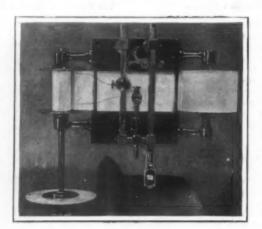
If the counter-weight were moved toward the crankpin to one side of its former center line, the high place would be reduced on that side, but would be increased upon the other.

gram, indicating unequal pressure of the wheel upon

the rail.

One class of engines was found which produced practically parallel lines on the tiregrams, and they were balanced by the Davis method of using two counter-weights to each driving wheel, the weights placed 120 degrees apart, and forming with the crank-pin center an equilateral triangle.

The upper of the two diagrams shows a more even movement than the lower one. The upper diagram represents the effect of balancing the counter-weights by the Davis method, which shows a fairly even line throughout. The lower diagram shows the common method of arranging the counter-weight opposite the



THE RECORDING TIREGRAPH.

crank, and it will be seen that the depression in the record line is very marked opposite the crank-pin. The position of the counter-weights is shown in the small circles at the end of each tiregram.

The interesting conclusion that is drawn from this series of tests is that but one class of counter-balances examined showed practically even tire wear, and hence even pressure on the rail, and that all the others had unbalanced weights traveling through space at terrific speed, and at each revolution of the wheel striking powerful and destructive blows upon the rails, the effect of which would depend upon the kind of support the track had where each individual blow was delivered; and that it is probable that many if not all wrecks of high-speed trains on straight tracks where broken rails were subsequently found, were directly traceable to this condition of the counter-balances, and not to

A NEW EGYPTIAN IRRIGATION CANAL.

BY J. B. VAN BRUSSEL.

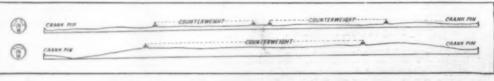
A very large irrigation scheme is now in process of ent in Egypt. The area of land under preparation for irrigation and cultivation is about 195. 000 acres; it is bounded on the west by the Nile, and to the eastward is the desert. It is almost midway be tween Assouan and Edfu; the soil is dry and parched, and is supposed to have received no water for the last 3,000 to 4,000 years. It is, moreover, saline, and this reason it is necessary to wash the ground for from three to four weeks before any crops can be grown When first wetted, the ground swells and upon it. rises about six inches, afterward subsiding from one foot to two feet. The east bank of the Nile at Kôm-Ombo is too high to allow of the land being irrigated at flood time in the usual manner, and in order to obtain an adequate supply of water for the continual watering of this large tract of land, it was necessary to put down sets of powerful and specially-designed pumps. These pumps, which were supplied by Sulzer Brothers, lift the water through suction mains 61/2 feet in diameter, and discharge it into riveted steel rising mains of the same capacity which in their turn deliver the water into a service reservoir. A large steel canal starts from this service reservoir, and delivers the water into distributing earth canals or culverts, from which it flows on to the land. The lift of the pumi is from 16 to 22 yards, and the top of the reservoir wall is 115 yards above sea level at Alexandria. The service reservoir was made of reinforced concrete

The canal is composed of riveted steel, the plates being ¼ inch thick. It is nearly semi-circular in form, 61/2 yards in diameter, with 20-inch straight sides at the top, being therefore nearly 12 feet deep. Its total length is near a mile. It is built up of seven plates round the circumference, the plates being connected together by 1/2-inch snaphead rivets, of which a total 650,000 were used. The circumferential break joint. External T-iron stiffeners, 5 inches by 3 inches by % inch, are riveted on at 2 feet 6 inches cen s. There is also a top bracing of cross angles, and bars bolted on to 3-inch by 2½-inch by %-inch ters. curb angles. To allow for expansion and contraction, the canal was subdivided into seventeen sections, aver aging nearly 105 vards each. These were connected masonry basins and packed expansion together At the end of each section of canal as it enjoints. tered the masonry basin, a stiffening band 40 inches wide was riveted on, the external rivet heads being countersunk flush. This band is made to slide in and out of the basin on short sections of rail let into the nry. The joint is kept tight by means of tarred or tallowed rope packing inclosed between two light ni-circular angles placed back to back with bolts passing through them. The weight of the water flowing through keeps the canal floating on the packing, and each section can therefore expand or contract ac cording to temperature. In practice, we understand that it has been found that the movement is very small when the canal is running full. The recess con-taining the angles and the rope packing is slightly tapered, the smaller diameter being outside, so as to prevent the packing from being blown out by the pressure of the water. For riveting, use was at first made

of a compressor plant and steam boiler, together with six longstroke pneumatic riveting hammers and four calking hammers. Several Englishmen went out to teach the natives and to supervise their work. The native riveters were engaged chiefly from Cairo and

Alexandria. Two to three months were spent to make them efficient with pneumatic tools, but the idea had finally to be given up, and the work was finished by band. The rivets put in by the machines were, on the whole, better than those put in by hand, but the natives could not put in enough rivets per day to make the pneumatic plant pay as against hand work, and the conclusion was come to that the average native was not physically strong enough to work the machines to full advantage. About 15 per cent of the machine rivets had to be cut out. The calking hammers were, however, used right through the contract, and were found to be very useful. The men trained to use them were of the fellaheen class, from villages round Köm-Ombo, and on the whole they were found to be much better and more reliable than the men from Cairo and Alexandria.

The method of leveling the canal was as follows: During the plating and riveting of the plates, timber cradles were used to keep the bottom level, and props to prevent the sides from dropping out of shape. The cradles were placed about 30 feet apart. The props were placed under the top curb, and shorter ones were fixed under angle cleats bolted to the first longitudinal seam from the top. As each section was completed,



RECORD TIREGRAMS, SHOWING THE EFFECT OF TWO FORMS OF COUNTER-WEIGHTS

the material in the rails. It is also probable that where wrecks have occurred to trains hauled by electric locomotives without counter-balancing weights in their driving wheels, the initial damage to the rail was caused by a preceding train hauled by a steam locomotive, and that the final giving way of the rail only occurred when called upon to carry the following electric locomotive at high speed. It further indicates that the poor counter-balancing of the driving wheels may be responsible for the failure of a large number of driving-wheel centers, the spokes of which have broken out between the crank-pin hub and the rim, and which the manufacturers have attempted to strengthen by means of wels to connect the spokes to each other.

The above conclusions are only too amply verified by the experience of railroad operators, who have been compelled to replace long stretches of kinked and buckled rails and remove numbers of broken drivingwheel centers, both evidently due to the same cause.

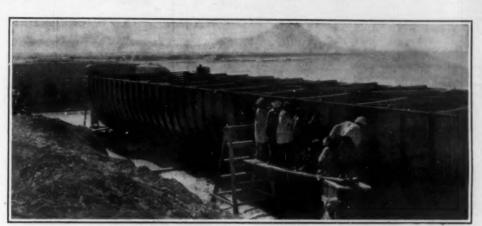
According to a British consular report, a Danish civil engineer has succeeded in producing beer in the form of tablets. These are dissolved in hot water, supplying, when cooled, beer of excellent quality and

together with the masonry basin by which it was connected to the next section, the canal was adjusted to its proper level by means of Haley jacks, which were placed along each side of the section, and before the jacks were removed earth was banked up on each side of the canal. To insure the banks so formed being solid, the earth was well watered and rammed

tight against the steel The amount of fall work. given to the canal was about 2/5 inch per section. One great difficulty expe rienced in keeping the steel canal level during con struction was due to the ction of the wind, espe cially during sandstorms, on the dry sand which formed the foundation. The wind was able to pass under the canal through the spaces where the sand had been removed to allow room for riveting the cross seams on the bottom plates. This caused the sand to drift, and the wood cradles to sink. A 105-vard section would often sink several inches, on this ac-

count, during one night. Another difficulty was due to the unequal expansion of the steel plates, owing to the sun's rays affecting the side of the canal nearest to it more than the other side. In some sections the ends moved out of center as much as 4 inches, sometimes moving one way and sometimes the other. Jacks and props were quite useless to prevent this movement. It is supposed that the explanation of this

were constantly being buried and lost. The natives did not like night work, and it was difficult to make the Arab holders-up work at night underneath the canal, on account of the scorpions in the sand. The rising mains are, as already said, 6½ feet in diameter and were about 500 yards long. The plates were % inch thick, and they were riveted together with %-inch



Feliaheen at Work on One of the Sections.

band head rivets. The mains were made four plates circumference, the circumferential seams breaking joint. In each main there were two expansion joints. The mains were, like the canal, painted inside and out with two coats of Siderosthen. All the riveting on these mains was done by hand, and the pneumatic plant was only used for calking.

In riveting up the pipes it was found necessary to

The Arabs were fond of drinking the machine oil and anointing their bodies with it. They are not intelligent, and their eyesight, unlike that of the desert Bedouin, is usually very bad. It was not an uncommon sight to see an Arab plater, after several weeks' training, trying to screw a nut on to a drift instead of on a bolt. One of the chief troubles was that the

different tribes, etc., did not get on well together, and fought with sticks and knives on the smallest provocation.

Mining for Brase in San

Francisco.

From the early pioneer days the brass foundry of W. T. Garratt & Co. stood on Fremont Street, San Francisco. When the great fire destroyed the business region of San Francisco in April of last year, the second, third and fourth stories of the foundry were well stocked with goods made of brass, which was melted by the intense heat and ran down into the

basement. Much of the metal was recovered easily after the débris of the foundry had been cleared away. Then shovels and screens were used to recover the brass from the soil in the celiar. But a large quantity of brass still remained in the ground, and the manager of the foundry decided to mine for this. There is a small well under the cellar floor, and an electric motor was used to pump the water up to the



Affixing Plates to the Ribs.



Work Progressing on the Seventeenth Section of the Canal.

phenomenon is that the sections could not move, when expanding, in a straight line, and therefore buckled slightly. This movement was not arrested entirely until the canal was banked up with earth, and had the water running through it. The canal was painted with two coats of Siderosthen inside and out. This is a spirit paint with an asphalt or bitumen base. It is applied cold and dries quickly, and it is said to be one

the most satisfactory coatings for this class of work. The total weight of the steel work was 1,250 tons. Seven hundred men were employed, and the work was completed in five months, working day and night without stopping. It was designed to pass 12 cubic meters of water per second at a velocity of 34 inches per second. An inclosed camp was made close to the site for Englishmen: the Arabs being housed some in tents and some in stone houses called esbahs. Traveling cranes mounted on rails running astride the canal were used for lifting the plates and fixing them in position. The loose sand foundations caused much trouble, and tools, etc., leave out every sixth plate on the top to allow of sufficient ventilation, so that riveters could work inside; these plates were replaced as the work proceeded. All the inside painting was done at night; owing to the temperature, it could not be done during the day. In order to protect the Arabs from the sun in July and August, three light wooden screens were erected at intervals over the top of each pipe.



Inspectors at Work : View Along the Interior of the Canal.

A NEW EGYPTIAN IRRIGATION CANAL.

top of a sluice provided with riffles. The water was then allowed to run back into the well, which, though only a small one, proved sufficient for the purpose. Brass was found in much larger quantity than was expected, and the strange mine has proved highly profitable. For two months it has yielded large returns. The operations have been so successful that they will be extended to the adjoining building, where

the casting was carried on. During the half century that the foundry has been in existence the earthen floor has been raised about twelve inches by the gradual accumulation of material, chiefly molten brass that was spilled in making castings. The brass will be washed out from the earth and is expected to yield valuable returns.

Packing for Steam Conductors.—Asbestos 40 p. c., slag wool 20 p. c., wood cellulose 20 p. c., long fibers of hemp rope 20 p. c. Ropes are ground to half stuff, above quantities mixed, ground, poured into plates, saturated with water glass and when dry cut into rings or slabs,

862,150 862,853 862,603 862,747 862,467 862,484 862,611 862,762 865,376 862,227

862,720 862,508

862,229 862,742 862,585

862,683 862,784 862,491 862,571 862,706 862,769 862,000

RECENTLY PATENTED INVENTIONS.

Pertaining to Apparel.

VENTILATING DEVICE FOR SHOES.—C.
B. HENRICKS, Norristown, Pa. This device provides for ventilating the lower parts of shoes.
The invention comprises a means for conducting air from one part of the bottom of the foot to another. When the foot is raised in walking, sir will be drawn in, and when lowered will be forced out through an eyelet. In wet weather a valve is closed to prevent entrance of motiure.

GARMENT-SUPPORTER.—F. H. NEWYON.

GARMENT-SUPPORTER.—F. H. NEWTON, Greenville, S. C. The supporter may be used for holding the long gloves now used, and also as a hose supporter. A bund is clasped around the arm and two straps project upwardly therefrom and the glove drawn up over the buttons. Claspe are turned down to engage with the glove and secure the same upon their respective buttons.

Electrical Devices

ELECTRODE FOR SECONDARY BAT-TERIDS.—L. CHRONIE, New York, N. Y. The object in this case is to provide an electrode or battery plate for secondary or storage bat-teries arranged to provide a very large exposed surface for the electrolyte and to readily re-tain the absorptive material. It relates to bat-teries of the Planté type having electrodes made of lead and the like, and an electrolytic fluid, such as diluted sulfuric acid.

TROLLEY-POLE ATTACHMENT. — P. F. Dusoss, New York, N. Y. A purpose in this invention is to provide a very effective pole attachment, in which the guide fingers located at the sides of the trolley wheel and extending above the same will automatically pass all manner of overhead obstructions, and wherein said fingers may be purposely drawn from the wire at any time found necessary.

ILECTRIC SIGNAL—M. A. EWING and J.
I. EWING, Gallatin, Texas. The improvement pertains more particularly to an electric apparatus suitable for block signals, and in all relations where the movement of rolling stock or the like is controlled by, or exerts control over, appropriate alarm mechanism. Also, to means for producing an alarm upon a movable member of rolling stock, such as a locomotive, and independently of this alarm for producing another alarm at a station or other predetermined point.

Of Interest to Farmers.

60f Interest to Farmers.

1.0W-LIFT PLOW.—D. HALLOBAN, Paris Station, Ontario, Canada. The object of this inventor is to previde means adapted to enable the plow to make a short turn; to permit it to be readily adjusted to regulate the depth or cut, to regulate the width of cut of the fractive, convergible, which is proved to enable if to be readily lifted out of the ground or placed therein; to enable the rear furrow wheel to be locked in position or to run at will; and to provide means whereby the wheel and pivotal connection of the plow with the main frame may be operated by the main frame may be operated by the main liver.

Bottle, non-refiliable, J. Spinelli...

Bottle, non-refiliable, J. D. Harrias.

Bottle, non-refiliable, J. Plarrias.

saan lever.

GATE-HINGE.—O. REPPERT, J. F. FRUCHTS, and F. L. LITTERER, Decatur, Ind. The purpose of the invention is to provide details of construction for a gate hinge, especially well adapted as an adjunct for a farm gate, and that will release and permit the lateral opening movement of such a gate when the hinge is recked on its support in either direction.

Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, I. R. Hiscock ... Broom trimming machine, C. Plunkett. Broom trimming machine, C. Plunkett. Broom trimming machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. & G. F. Laughray ... Brickmaking machine, R. R. Brickmaking machine, R. R.

Of General Interest.

Of General Interest.

CONSTRUCTION OF BRICK PAVEMENTS.

J. M. Perrins, Memphia, Tenn. The aim of this invention is to provide an especially hard filler for the joints between the bricks when laid in street pavements, which filler is hard and smooth, is applied in a liquid or semilquid state, and will tend to render a pavement less noisy than when laid with the usual fillers, since the tendency of the proposed filler is to deaden cound.

Street General Interest.

Calculating device, G. H. Benedict.

Calculating device, G. H.

Note.—Copies of any of these patents will be furnished by Munn & Co. for ten cents each. Please state the name of the patentee, title of the invention, and date of this paper.

NEW BOOKS, ETC.

PRENDREY'S INFORMATION GUIDE FOR TRANS-ATLANTIC TRAVELERS. Fifth Edition. New York: Frank Presbrey Company, 1907. Pp. 20. Maps and plates. Price, 25 cents.

Price, 25 cents.

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INDEX OF INVENTIONS Check

For which Letters Patent of the United States were Issued for the Week Ending August 6, 1907.

AND EACH BEARING THAT DATE

See note at end of Hat about copies of these	Mient
Adjustable chair, S. Kline	862,5
Advertising device, C. H. Smith	
Advertising device, W. S. Haynes	
Advertising device, W. M. Corthell	
Advertising machine, J. Jeweil	862,6
Air and regulating pressure thereof, appa-	
ratus for supplying, E. A. Hall	862.7
Air and water cooling apparatus, J. Little	862,6
Air brake controlling mechanism, E. G.	
Shortt	862,2
Air brake cylinders, packing expander for,	
G. Christenson	*862,5
Air cooling apparatus, O. Sterkel	862,7
Amusement apparatus, F. M. Cory	862,3
Amusement device I II Winnett 862 365	862,3
Amusement device, H. J. Westerman	862.7
Animai secure, I. A. Martin	862,1
Animal trap, M. J. Cannon	862,4
Annunciator system, W. H. Bbert	862,73
Antislipping device, W. B. Partridge	802,4
Arches, adjustable and portable faise work	
for, J. E. Street	862,4
Atomizer, Hill & Lindstrom	862,7
Atominer and mixer, vibrative liquid, J. W.	
Tygard	562,8
Audiometer, J. M. McCallie	862,50
Auger, earth, L. H. Livermore	862,4
Automobile brake, C. J. Roberts	862,41
Axle adjuster, I. W. Shirk	862,8
Axle, mine car, C. A. Keller	862,6
Axle skein, Bookman & Butler	862,60
Azle spindle, W. P. Coker	862,13
Bag filing apparatus, A. M. Bates	862,2
Bag holder, W. Milbrath	862,49
Baking apparatus, M. Brand	862,23
Balance wheel regulating device, J. A.	

Balance wheel regulating device, J. A.	
Freund	862,465
Bandage, facial, A. L. Black	862,794
Bank, savings, W. Sams	862,283
Beam clamp and hanger, D. A. Alexander	862,372
Bearing, R. P. Thompson	862,216
Bearing, A. E. Thames	862,679
Bearing, roller, J. Jacob	862,399
Bed, extension sofa, I. I. Muller	862,182
Bed, folding, Pihiblad & Norgren	862,346
Bell ringer, Sowter & Howe	862,518
Bench stop, M. R. Raynesford	862,656
Beverage dispensing apparatus, J. C. Cory.	862,312
Binder, loose leaf, W. J. Dunn	862,144

Dinner, none real, w. J. Dunn.	
Binder sails or fans, operating mechs ism for, T. Lait	802 958
Binders, rope forming attachment for,	T.
Schroy	862,590
Bit holder and extender, E. T. Murray	862,838
Blindstitching machine, J. E. Fefel	
Block, P. J. Macdonald	
Blocks or bricks, making molded, F. Zago	di-
meyer	862,367
Board cutter, tongued, G. W. Schilling	862,761

	and spindle connector, Boney & Rac. 862.514.
	notching machine, I. A. Blood. furnace, steam, W. Graham.
ì	under pressure, apparatus for test-

1	Bolster, S. Otis
	Boit clipper, H. K. Porter
	Bolts and the like, holding pin for toggle,
	J. H. Cook
1	Boot calks, forming, H. K. Jones
1	Buttle capping machine, R. Zastrow
ſ	Bottle closure, F. W. H. Clay 962,307.
	Bottle locking attachment, milk, J. T.
Ą	Rowley
	Bottle, non-refillable, J. Spinelli
	Bottle, non-refillable, J. D. Harriss
	Bottle, non-refillable, W. K. Browne
	Bottle, non-refillable, Burdick & Churchill
	Rottle non-refiliable E F Branch

Box, J. A. Douglas
Box cover, service, H. P. Martin
Box covering machine, P. S. Smith. 862,290,
Box strapping reel, E. B. Dunn
Braiding machine, V. Beauregard
Brake, P. X. Beaulieu
Brake, M. Levin
Brickmaking machine, R. B. & G. P.
Laughray
Brickmaking machine, I. E. Hiscock
Brooder, W. F. Mikolasek
Broom trimming machine, C. Plunkett
Brush, fountain marking and steneil, E. A.
Divisit, rountain marking and stench, E. A.

	Divisit, touttent marking and stepcil, M. A.	
ł	& C. A. Garvey	862,630
l	Brushes, making, A. T. Church	860,134
ł	Bullet and shot, self-lubricating, B. L. Wil-	
ĺ	liams	802,778
ł	Burglar alarm, B. Sec	862,667
ì	Burning lime or other substances, J. Reancy,	
ł	Jr	862,657
	Bust supporter, J. Kellogg	862,170
	Butter cutting machine, R. A. Simpson	862,670
	Butter shipping and storing box, A. C.	
	Hummer	862,739
Ĭ.	Buttonhole stitching machine, C. A. Dahl.	862,238
	Cabinet, register. P. G. Powers	862.757

Cabi	e termi	nal and	Syste	m of	Bro	tec	œ\$i	om.	
	F. B. C.	ook							
Cale	ulating	dowles	(2 \$8	Rone	dotte				
Calm	umeter,	A Francis	footb.	The fire	mace.	***			
CT- 25-	unieret,	A. Build	serum .			0 + 1	0.0		
CHIII	pering n	nachine,	E. C.	Assm	an				
Cam	era mag	azine. C). H. '	Weich	el				
Cam	ern, mor	norular.	CG	Stever	100				
(Sm. rrv	era, pan	aramia	SP EE	Trease	ex Fore E				
Char	beer pan	CERCIAL C.	25. 22,	Liui	nous	Fe		19.4	
Can	heading	machine	e, W.	11. II.	Ble	Yes	180	m.	
Can	heading	machi	ne. at	n forma	tic.	3.		X.	
(Griffin .								
Chin	holding	diame	35 T.	Mann	h=11				

Can opener, J. Codville	562,710
Can washing machine, milk. A. B. Herr	862,251
Cans, sealed lock for milk, E. Stoops	862,594
Candy machine, stick, E. J. Jenner	862,169
Cane stripping and cutting knife, J. W.	
Thompson Canopy supporting frame, Williams & Lind-	862,297
Canopy supporting frame, Williams & Lind-	
Control of the contro	862,779
Capping and the like, corrugated fron ridge,	
W. H. Mence	862,834

Capping and the like, corrugated from ridge,	
W. H. Mence	882 834
Car. R. S. Mears, et al	862 573
Car brake, H. W. Thomas	949 915
Car controlling system, electric, C. P.	006,210
Brooms system, electric, U. P.	000 110
Breene	862.442
Car, convertible, W. W. Wallac	862.221
Car coupling, W. S. Schroeder	862.204
Car coupling, W. S. Schroeder, reissue Car fender, J. T. Macgregor	12,679
Car fender, J. T. Macgregor	862.261
Car fender, P. J Leahy	862,828
Car grain door, box, H. J. Forst	862,628
Car operative mechanism, dumping, C. A.	000,000
Hallane	-
Halleen	852,247
Car propelling means, R. G. Coyper	889.237
Car seat and berth, sleeping, J. F. Buts	862,387
Car spring support, motor, J. J. Van den	
Bergh	900 000

	car spring support, motor, J. J. van den	
٦	Bergh	862,680
ı	Car switching mechanism. A. Hector	962 305
	Carboys, packing receptacle for, V. Verity	862,424
١,	Carbureter, S. W. Peregrine	800 100
ı	Carbureter, F. H. Messinger	902,190
		882.574
7	Card slethfor Stubblers	862,855
8	Card clothing, means for tacking on, A.	
4		862,374
1	Carpenter's combination tool, J. M. Dar-	
	row	862,139
٦	Carpet cleaning device, pneumatic, C. S.	
9	Baldwin	942 405
	Carpet fastener, P. J. A. Smith	\$210 COO
d	Carrier, V. Filteau	000 140
ĸ	Casting apparatus, I. R. Williams.	802.148
	Cattle grand D Marrill	802,304
	Cattle guard, R. Morrill	862,181
	Cement package, A. Thoma	BEZ,360 '

=	Chain link, W. H. Grimth	802,470
7	Check protector, Pease & Tiefel	862,844
	Cheese cutter, C. M. Wright	862,228
	Churn, C. W. Robertson	862,661
	Chute support for vehicles, coal, A. C.	
	Elphinstone	862,322
	Cigar holder, W. H. Alexander	862,691
	Cigar tip cutter, Brunboff & Kuen	862,386
	Circuit breaker, high potential, L. G. Rob-	
	inson	862,513
	Cleaning device, pneumatic, L. O. Howell.	862,824
	Clock, A. C. Ohl	862,188
B	Clothes line support, adjustable, A. Z.	
	Bondroaux	882,700
	Clothes pin, J. P. Marshall	862,745
1	Coal cutting machine, J. Lippis862,831,	862,832
-	Conl drill, J. S. Surbaugh	862,525
	Cock for steam boilers, blow-off, J. B.	
6	Duffy	862,143
1	Cock, gage, G. Pennell	862,752
0	Cock, three-way, B. A. Hall	862,733
	Coin collector, Holmes & Craft	862,334
0	Coin controlled apparatus, M. F. Price	862,655
	Coin controlled mechanism, J. E. Packard	862,751
8	Collar tipping machine, C. A. Royce	862,665
as I	Color comparator, F. V. Kallab Compress, B. D. Webb	862,336
6	Compress, R. D. Webb	862,223
0	Compressors, relief mechanism for, Hill &	
0	Morgan	862,160
0	Concrete block machine, knockdown adjust-	
10.0	able, J. E. Street	862,521
l l	Concrete blocks and slabs, manufacturing,	
1 6 7 8 6 3 2	O. Bradford	862,440
6	Concrete mixing machine, L. C. Roberts,	862.848
21	et al.	
0	Condenser, surface, W. Schwanhausser	862,515
91	Conduits and the like, junction piece for	
2	branches of air, C. H. Mower	862,649
- i		862,748
7	Cooking utenall, J. Buckley	862,132
6	Corrugated bar, A. L. Johnson	802,254
. 1	Corrugating machine, E. R. Stasch	862,210
8	Cotton gin brush, W. W. Robinson	802,003
1	Cotton picking machine, J. F. Appleby	802,373
6	Cover and holder for drinking vessels, com-	1000000

	Cond mser, surface, W. Schwanhausser	862,515
	Conduits and the like, junction piece for	
	branches of air. C. H. Mower	862,649
	Conveying apparatus, T. S. Miller	
	Cooking utenail, J. Buckley	862,132
	Corrugated bar, A. L. Johnson	862,254
	Corrugating machine, E. R. Stasch	862,210
	Cotton gin brush, W. W. Robinson	862,663
		862,373
	Cotton picking machine, J. F. Appleby	802,010
	Cover and holder for drinking vessels, com-	862,802
ł	bined, L. Brugel	
	Crate, J. P. Richards	862,650
	Crate, banana, I. Albertelli	862,300
1	Crate, collapsible, H. C. Ivey	862,398
	Cream separator, centrifugal, D. R. Green.	862,633
	Crutch, M. J. Dunkel	862,455
	Cultivator, two-row, Bailor & Ashe	862,433
į	Culvert, M. J. Stoffer	862,292
	Current motor, Hultgreen & Clements	862,252
	Cushion, E. G. Budd	862,538
	Cutter, See Board cutter.	-
	Cutter head, J. W. Winningham	862,430
	Cycas leaf holder, W. N. Reed	862,658
	Cycle supporting attachment, H. Stiles	862,768
	Cycles, grip controlling mechanism for mo-	
	tor, L. P. Fosnot	862.815
	Cycles, grip operated controlling mechan-	
	ism for motor, C. J. Gustafson	862,817
		862,287
	Dams, automatic movable crest for, G, F.	
	Stickney	962.673
	Describeting machine (i H. Perrolds	962 846

Dampener, A. Shapiro	862,287
Dams, automatic movable crest for, G. F.	
Stickney	862,673
Decorticating machine, G. H. Reynolds	862,846
Dental pliers, L. E. Rowley	862,588
Dental separator, R. L. Anderson	862,694
Dentist's cabinet, W. H. Woods	862,780
Deodorising apparatus, J. E. Ralston	862,568
Design producing apparatus, S. Boehm	862,438
Desk and seat, combined, J. T. Brent, 2d	862,131
Detinning, C. H. Acker	862,860
Die, S. W. McKillop	862.581
Dish washing machine, J. E. Conway	862,138
Dish washing machine, E. J. Robinson	862.662
Disinfecting apparatus, W. J. Bowerman	869,304
Display cover for provision and other recep-	
tacles, J. La Rocque	862,868
Display shelf and rack, combined, T. L.	-
Newport	862,841
Distilling apparatus, W. F. M. Goss	862,631
Door attachment, C. W. Simmons	862,592
Door hanger, rolling, M. E. Hunt	862,561
Door hanger, rolling, M. E. Hunt Draft equaliser, G. W. Raymond	862,413
Draft evener, P. C. Haubold	862,394
Drafting instrument, F. G. Hall862,635,	862,636
Draining and irrigating apparatus, I. M.	

ы	-Newman
	Draw bar mechanism, G. H. Forsyth
۲	Drawers, cash boxes, and the like, secret
١	locking device for, I. Kraft
	Drill machine gear, J. F. Back
	Drilling machine, J. S. Barnes
М	Drying apparatus, automatic temperature
ı	regulator for revoluble, H. F. Westphal
ı	Dust collecting machine, F. W. Agan
1	Dust suction apparatus, filter for, A.
И	Mestits
	Dynamo and governor, sparking, A. P. Grie-
	bel
	Dynamos, field regulator for, G. S. Neeley.
d	Egg case, folding, R. E. L. Crosby
1	Egg tester, W. F. Mikolasek

862,587 862,359 862,393 862,537

862,276 862,727

862,827 862,301 862,861

862,225 862,266

862,250 862,130

862,256 862,651 862,822 862,377 862,448 862,421

862,795 862,789 862,368 862,368 862,790 862,124 862,613 862,460 862,271 862,262 862,355 862,522

Blectric cable coupling, lead covered, J. J.	
Dossert	862,618
Electric controlling device, M. Kallmann	862,740
Electric controlling system, C. P. Breese	862,441
Electric light cluster, L. Hruska	862,397
Electric machinery, dynamo, W. L. Waters	
Electric machines, voltage regulator for	
dynamo, G. S. Neeley862,273,	862,274
Electric motor control system, H. D. James	
Electric motor controlling means, W. A.	
Paris	842,102
Electric motor manenaton means C A	
Psilander	862,198
Electric time switch, Neumann & Recen-	

steiner	862,344
Electric wiring, rosette for, W. F. Ritter	862,660
Electrical apparatus, W. H. Thompson	862,361
Electrical rosette, J. S. Stewart	862,520
Electrically heated shaft furnace, J. S.	
Edstrom	862,146
Electrodes, making seamless tubular pockets	
or receptacles for storage battery, T. A.	
Edison	862,145
Electrolytic cell B. A. Allen	862,783
Electrotherapeutic apparatus, L. G. Woolley	862,781
Elevating means, H. Bawden, et al	862,791
Emergency wheel, G. H. Treadgold	862,422
Enameling, method of, C. R. Schmidt	862,285
Engine controlling apparatus, C. R. Welch	
Engine controlling apparatus, C. B. Weich	862,687
Engine speed regulating device, explosive,	
L. W. Witry	862,500
Engine system, gas, J. L. Tate	862,677
Engines, air cooling system for explosive,	000,011
southers, are covering systems for expressive,	DOD BEO
R. Herman	862,250

Ingir	nes,	mix	ing	dev	rlee	for		omi	bus	rti	08	1.	3	I.
E	lonte													
ingri	avin	E 0	e . s	inki	ng	die	8.	mi	tch	in	e	1	fo	P.
Ъ	Kelle	r &	W	arma	an.								*	
nvel	lope,	H.	C.	Mu	rph	y								
lstin	natir	E E	nach	ine.	B.	P.	H	oln	abe	PR	. 5			
xplo	ofve	en	gine	. F.	W	. B	aec	om.						
aple	wive	en	gine	. G.	Co	rnil	len	0						
ye-g	quare	1. 0	olla	psib	le.	H.	M.	. 7	Pik	int	:01	a.		
yeg	lass	at	tach	men	1 1	OF	car	08	81	nd		h	n È	B.
1	. A.	Bl	acki	ston										
veg	lass	nos	e n	ece.	G.	Ba	113.00	h.			ā			
veg	lasse	a. I	F	Ac	lt .						O			
yeg	lasse	s. (1. 4	B	ade	P								

Eyeglass nose piece, G. Bausch
Eyeglasses, L. F. Adt
Eyeglasses, G. A. Bader
Eyeglasses, lens mounting for, G. Bausch
Eyeglasses, reversible, W. T. Allan
Fabric and garment, A. J. Cumnock
Feed and litter carrier, H. L. Ferris
Feeding apparatus for boilers, R. Nashold
Fence, J. L. Mackey
Fence post, composite, J. Stoneburner
Pence post, composite, E. T. Silvius
Fence weaving machine, wire, L. W. Show-
nlter
Pence wire clawn S F Webb

alter	862,660
Fence wire clamp, S. F. Webb	862.298
Fender, See Car fender.	
Fertilizer distributer, E. N. Camp	862,708
Fibrous material, saturating, J. A. Dubbs.	862,454
Fibrous or elastic material, sheet of, C.	-
Wissenbach	862,528
Film pack, G. L. Holmes	862,923
Filter press, L. S. Schoenfeld	862.296
Filter, water, L. C. Hartsongh	982 158
Filtering can. U. G. Thompson.	902 490
Fire alarm, W. J. Randolph	862,199
Fire extinguisher, chemical, A. F. Sar-	

Filtering can. U. G. Thomnson	902.490	
Fire alarm, W. J. Randolph Fire extinguisher, chemical, A. F. Sar-		
Fire hydrant, C. C. Steiner	862,969	
Fire shield and extinguisher, S. German	869 159	
Firearm sight, G. B. Crandall Firearms, Bring pin lock for, F. F. Burton	962,717	
Fireproof column, J. J. Tresidder	862,681	

	August 17, 1
-	
12,470	
12,844	Fishing float, W. N. Simmons
12,228	Flatiron heater, J. Andersen
2,661	Floor polishing machine, A. A. Miller
	Fly paper, E. V. R. Gardiner
2,322	Folding table, J. A. Keck
2,691	Foot press, J. Costello
12,386	Fork and hook, combined, H. M. Schliegger
	Form, bust, L. A. Bachman
2,513	Fruit picker, R. R. Woodring
2,824	Fuel preparing and feeding apparatus, fine.
2,188	A. A. Day
	Furnace, G. & T. Wilton
2,700	Furnace for the treatment of refractory
2,745	ores, Wynne & Grant
2,832	Furnace grate, G. A. Kohout
2,525	Furnace grate, rocking bar, F. W. Ridion.
0 440	Furnaces, automatic continuous ore smelting
2,143	process for reverberatory, G. G. Vivian
2,752	Garbage receptacle, H. E. Ames
2,733	Garment, R. E. Lowe
2,655	Garment adjusting device, J. Mathers
2,751	Garment hanger, C. W. Brenizer
	Garment hanger, A. M. Taylor
2,665	Garment hook, D. Apstein
2,223	Gas and treating distillation gases to pro-
6,663	duce the same, illuminating liquefied.

duce the same, mammating nquencu,	
H. Blau	862,383
Gas burner, R. Thompson	862.772
Gas burner, V. W. Blanchard	862,796
Gas burner, incandescent, J. I. Robin	862.750
Gas burner tip, acetylene, Dolan & Tracy	862,315
Gas compressor, R. O. Klatte	862.564
Gas economiser, H. E. Davis	862,719
Gas engine, F. R. White	862,363
Gas engine, C. I. Longenecker	862,568
Gas generator, acetylene, F. C. Wilson	862.527
Gas heater or stove, W. Howell	862.560
Gasolene engine, O. S. Benckendorf	
Gate, D. James	862,167
Gate, P. P. Gutelies	862,246
Gear, speed, F. H. de Veulle	862,425
Generator, W. M. Jewell	862.483
Glass blowing machine, R. P. Frist	862,728
Glass molding machine, R. P. Frist	862,466
Glass plates, machine for grinding edges	
on, H. Lohmann	862,175
Glass pot handling apparatus, H. Afken	862,370
Glass sheets, manufacture of, W. T.	
Nicholis	862,508
Glove or mitt, catcher's, J. M. Rumrill	862,760
Glove progger and holder D F Greenawalt	609 154

lass plates, machine for grinding edges	
on, H. Lohmann	862,175
lass pot handling apparatus, H. Alken	862,370
lass sheets, manufacture of, W. T.	
Nicholls	862,508
love or mitt, catcher's, J. M. Bumrill	862,760
love presser and holder. D. F. Greenawalt	862.154
rain separator, J. S. Evan	862,624
rain separator, J. S. Evanrinder, disk, R. V. Fields	862.724
rinding and polishing machine, sheet	
metal, J. D. Lewis	862,341
un, automatic, M. L. Bristol	862.384
un carriage, S. N. McClean	862,502
utter sweeping machine. J. Welland	
air pins, manufacturing, D. H. Haywood	
ame fastener, S. T. Marlette	862.744
and wheel, A. M. Gow	862,153
arness loop, M. E. Zeller	862.782
arrow, T. B. Doty	862,453
arrow cart, J. Kirkpatrick	862,487
ay gatherer and dropper, C. S. Johnston.	862,335
ay gatherer and press, combined, D.	
Nofsinger	862,504
eader and cutter, corn and maize, A.	,
F. Hendricks	REE. 734
eater, I. H. Black	862.382
cating apparatus hat water II W T-	

Norsinger	862,504
Header and cutter, corn and maize, A.	
F. Hendricks	862,734
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	Matter aluteh des	OUD, 211
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	Murphy	862.183
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for regulator, G. H. Whittingham.
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Music sheet mechanism, T. P. Brown	862,606
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Nut and bolt, locking, L. J. B. Boucher. Nut lock F. P. Vaughan Nut lock F. P. Vaughan Nut lock, W. W. Christy Nut lock, C. Davis Nut lock, C. Davis Nut tapping machine, J. M. Balston Oil cake stripping machine, A. W. French, Oil preparations, insipid sandawood, H.	862,819 862,797 862,220
	862,447 862,615 862,281
Nut lock, C. Davis Nut tapping machine, J. M. Ralston Oil cake stripping machine, A. W. French, Oil preparations, insipid sandalwood, H.	862,464 862,858
Otler, W. L. Miggett Ortho-dioxyphenylethanolamin, Stolz	862,576
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Power system, G. Ayres Pressure apparatus, mean, S. A. Reeve Printing and analogous machines, reciprocating bed motion of, E. T. Cleathero. Printing inlahed palls, press for, G. Acker-	862,348
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Toppis and Joint, combined, 11. Land Joint, B. Baum. Ball Joint, interfitting, D. F. Kelly. Balls to railway ties, means for securing, E. Hamilton	862,217 862,862 862,171
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I. T. Hambay	862,155 862,263
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 802,446

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 802,308
 Store, portable self-cooking camp, L. 692, 225
Storepipe, L. A. Bohror
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Strainer, sink, E. MacDonald ... 822, 535
Strainer, sink, E. MacDonald ... 822, 536
Sulky, H. J. Miller
Sulky H. J. Miller ... 822, 536
Sulky H. J. Miller ... 822, 536
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot rest, J. 11. O'Reilly ... 822, 136
Surgical foot ... 822, 136
S 862,147 Valve, steam, engine puppet, H. B. Whipple
Vegetable and fruit picker table, G. A.
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Vehicle brake mechanism, hand propelied,
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